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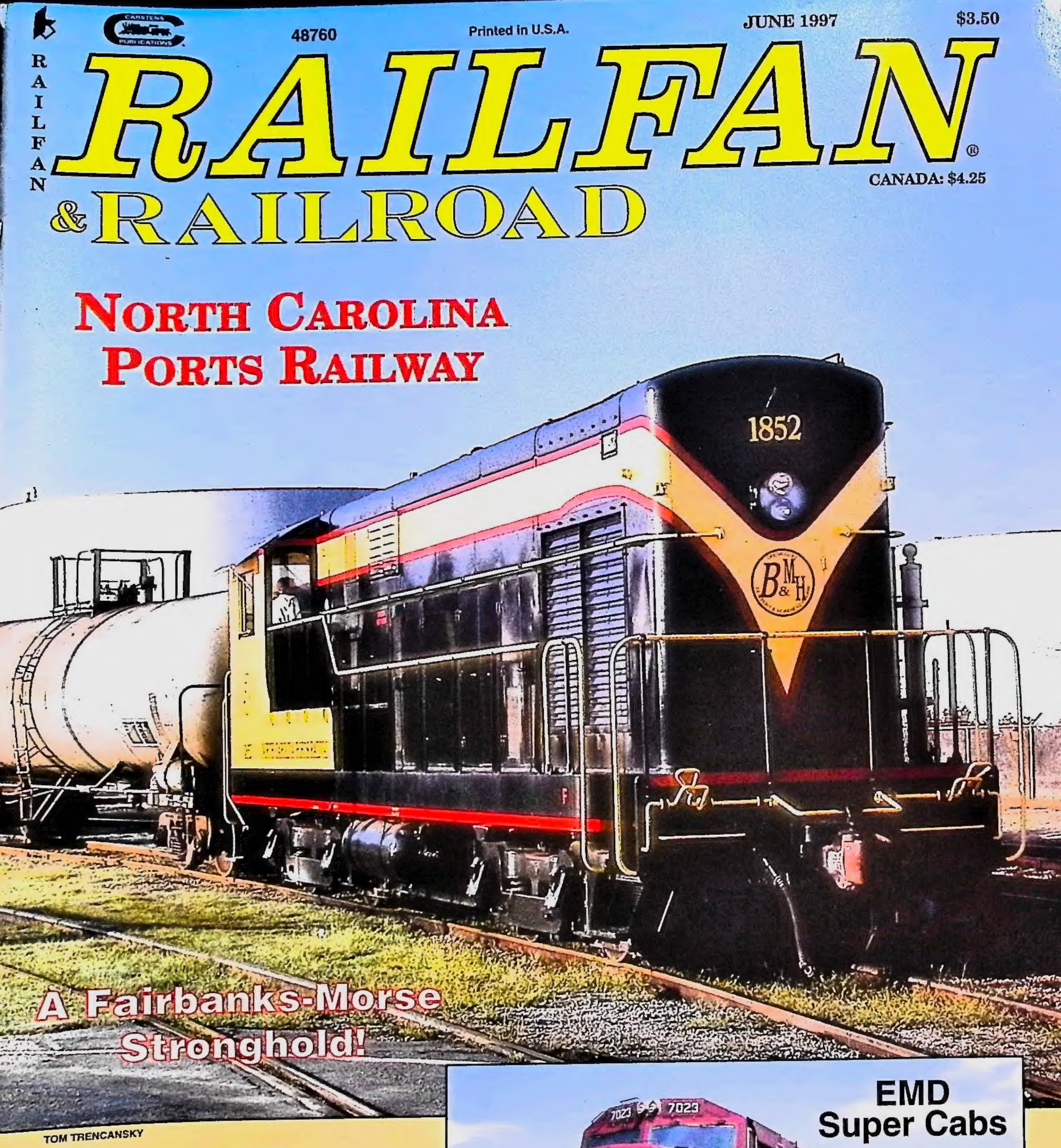

A Fairbanks-Morse Stronghold!

TOM TRENCANSKY

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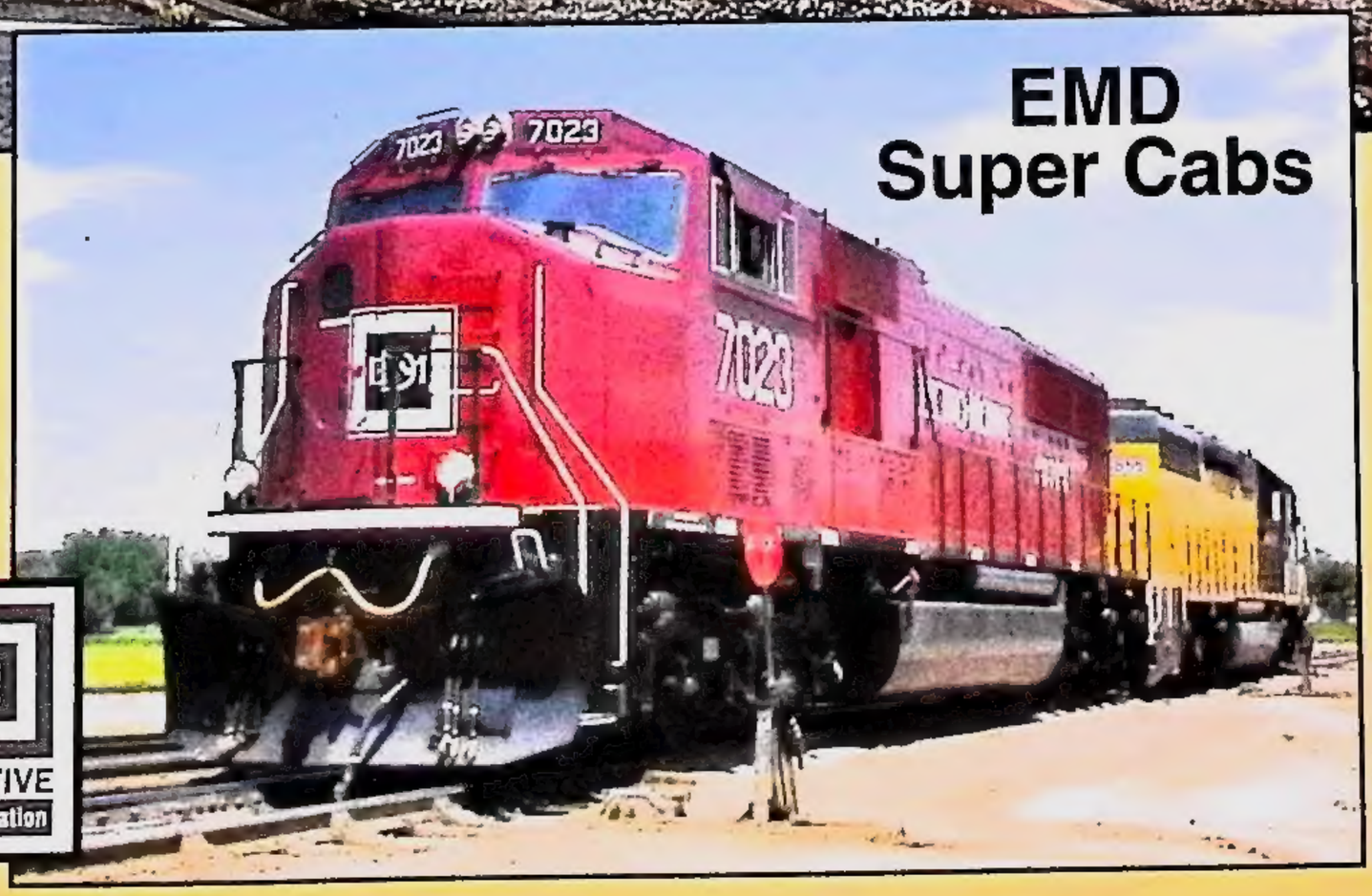
Dinner Train Guide



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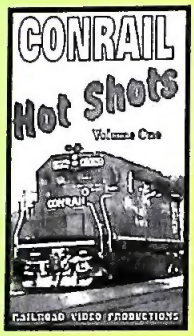
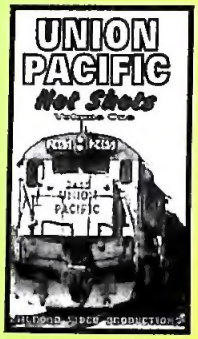


Tape No. 117

This program features non-stop Conrail run-by action at selected locations in Pennsylvania and New York. A wide variety of Conrail diesel power is seen as well as diesels of Southern Pacific, Union Pacific, Colton Belt, Gilford and Norfolk Southern. Truc-Trains, Unit trains and mixed freights are seen as well as a few Amtrak passenger trains. The entire program was shot by Tim Hosey in 1993.

Tape No.HM-5

The Lackawanna and the Erie merged in 1960. This program shows the railroads in action before and after the merger. You will see Lackawanna FT's and E units in the Poconos as well as the Erie's fleet of RS diesels on commuter trains at Ridgewood, Ramsey and Passaic, NJ. Post merger action features Alco PA's on the Moonda Viaduct, Baldwins on coal trains an F units on a fan trip on the Bangor & Portland Branch near Nazereth. Edited from 8 & super 8mm film.



Tape No. 118

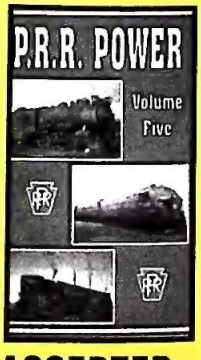
This program features non-stop Union Pacific run-by action at selected locations in Nebraska. A wide variety of Union Pacific diesel power is seen as well as diesels of the Burlington Northern, Chicago & Northwestern, Norfolk Southern and Nebraska Central. The entire program was shot by Tim Hosey in 1996.

Tape No. 116

This program features "Railfest 96" held in June 1996 at the Cape Cod Railroad in Hyannis, MA plus a cab ride from the Buzzards Bay Bridge to Hyannis, MA.

Tape No. 316

This program features non-stop CN, CP and Montreal Urban Commuter train run-by action in Canada's Quebec and Ontario Provinces. The entire program was shot by Tim Hosey.



Tape No. 115

This program features never before released P.R.R. run-by action at locations including Bay Head Jct., Pt. Pleasant, Manasquan,Matawan, Cliffwood Beach, South Amboy, Bellwood, Enola, Horseshoe Curve, Altoona, Holidaysburg, Lewistown, Duncannon, Sunbury and Shamoken. Also included is a 1955 P.R.R. produced film titled "Trains, Tracks & Safety Facts".

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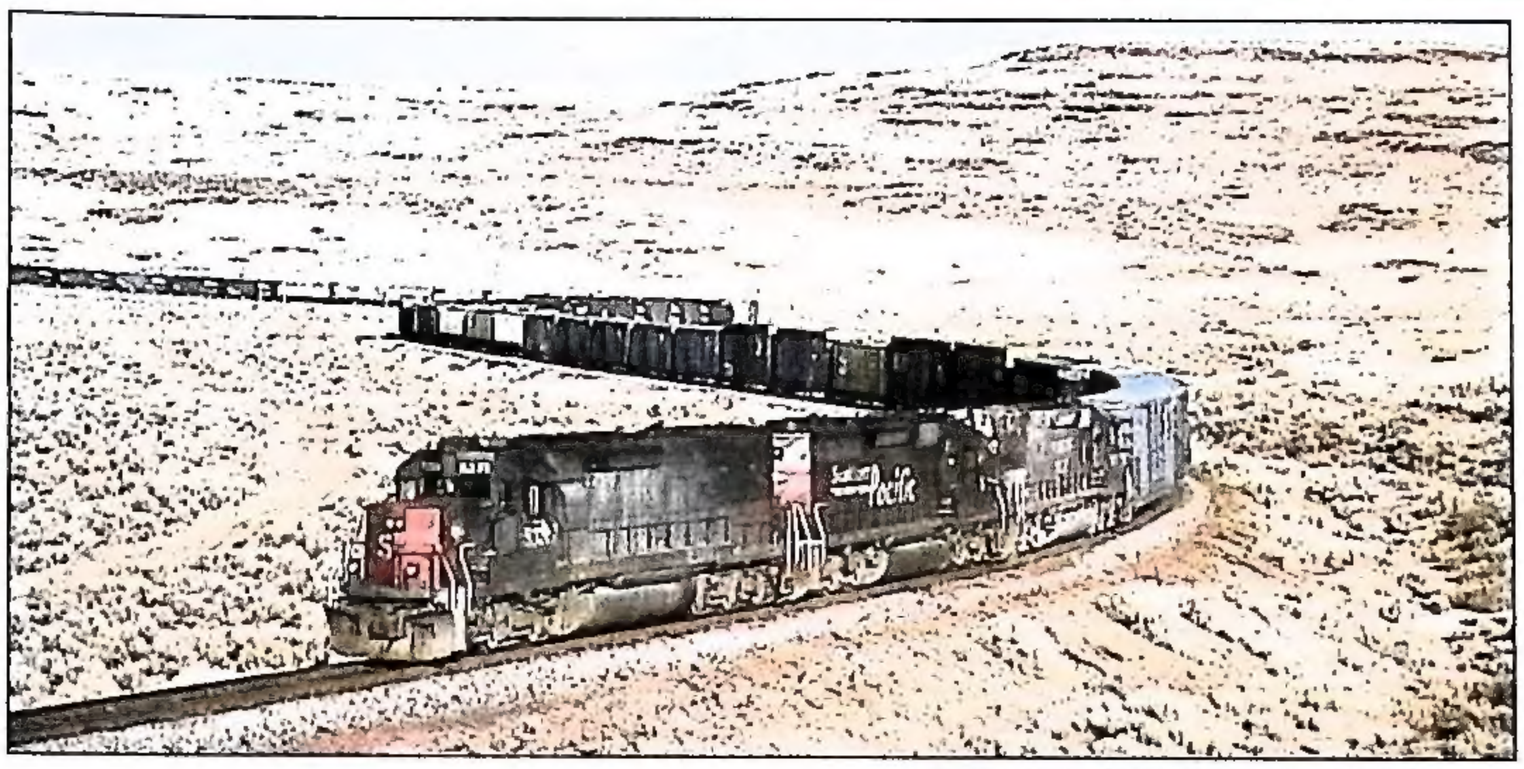

KODACHROME: PETER JOBE

ABOVE and TOP/ KODACHROME PROFESSIONAL: TOM C. MESSER

THE JANUARY FLOODS forced several detours in the following weeks. UP train EUWCD was detouring over the Arizona & California at Chase, Calif., on January 16, 1997 (**below**), while BN train 1-BNWCD descended Viewland Hill on UP's Modoc Line near Wendel, Calif., four days earlier with SP 8321 leading (**left**). That same day there were five westbound trains in Wendel, California. Three trains were occupying the yard tracks, and two trains were on the Susanville Branch waiting to depart town.

KODACHROME: STEVE FRIEZEN

TWIN CITIES & WESTERN's new GP20C's 2008 and 2005 were on the Ruebel Turn in Ruebel, Minnesota, on February 7, 1997. The "C" designation denotes a new Caterpillar 2000-h.p. prime mover. The nine new locomotives, numbered 2001-2009, were obtained from Burlington Northern on a five-year lease-to-purchase deal and will retain their former BN numbers, except for the 2009 (not the 2008 as previously reported), which was instead painted by Generation II Locomotives and renumbered 3516. The 2008 and 2005 are the first repaints, which are being done by the Wisconsin Southern and wear a modified version of the TC&W's maroon and gold paint scheme; the new livery differs in that the railroad's full name is not spelled out on the long hood.

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From the Publisher's desk: Railfan Safaris

Two years after World War II, the Delaware Lackawanna & Western Railroad resumed operation of its popular Rail Camera Safaris. On October 17, 1948, the Lackawanna hosted a trip to Maybrook, New York, duplicating the route of a trip run on October 20, 1940. Shiny Pacific 1135 carried the white flags of an extra for the special Safari that day in 1948. Besides coaches, the train carried a gondola, observation car and a diner. The diner offered an omelet breakfast or two fried eggs with juice, toast and coffee for $1.25. The luncheon/dinner menu featured pot roast or baked ham, juice, vegetables, bread, ice cream and coffee at $1.75.

The special left what is now the New Jersey Transit Terminal at Hoboken at 9:30am. At the request of the Railroadians, the trip made a special run over the four-mile Rockaway branch, a spur operating between Denville and Dover, New Jersey. This branch was scheduled for abandonment that night, so special souvenir card tickets stamped for the last day trip were sold at the depot for 15 cents.

At Dover, 38 miles west of Hoboken, the train picked up more passengers and left the electrified territory. Passing Lake Hopatcong we came to Port Morris Yard (m.p. 47) where the DL&W located its first locomotive servicing facility since Secaucus (m.p. 4). The freight yard and roundhouse at Port Morris are now gone, but NJ Transit has a new diesel train layover facility there. Two miles west of Port Morris on the DL&W's Old Road at Netcong, N.J., we entered the Lackawanna's Sussex Branch. Heading north to Andover Junction, we entered the Lehigh & Hudson River Railway; interestingly, between 1912 and 1916 the L&HR was part of the route of the Pennsylvania Railroad's *Federal Express* between Washington and Boston. The New York, Susquehanna & Western was crossed at Sparta Junction — we were now 63 rail miles from Hoboken. East of Sparta in Hamburg, N.J., the Gingerbread Castle was passed. Being a local fairy-tale style attraction, it was alleged that children who dared touch the castle would cause it to turn to actual stone!

At 85 miles out of Hoboken we arrived at Warwick, N.Y., headquarters of the L&HR and location of its roundhouse and yard. Unfortunately, the roundhouse would later burn down, destroying the L&H's beautiful business car. Alco RS3 road switchers, which arrived a few years later in 1951, would be serviced in a brick shop building which today houses a chemical company. Our trip, which brought passengers to Warwick, was indeed special, because the last regular passenger service on the L&HR, a mixed train, had bowed out prior to World War II.

After Warwick, the trip continued past Greycourt Yard (near Chester, N.Y.) to the New Haven's Maybrook Yard where freight to and from New England was interchanged with the Erie; New York, Ontario & Western; Lehigh & Hudson River, Lehigh & New England and New York Central. Here we caught a glimpse of new Alco freight units in the NYNH&H orange and white pinstripe scheme. The 27-stall roundhouse and other shop buildings were also immaculate.

Leaving Maybrook (now 107 rail miles from our origin) the train ran to Campbell Hall, N.Y., where it switched to the Erie Railroad for the run to Pine Island Junction, New York. Here we got on the tracks of the L&NE which brought us to Swartswood Junction, New Jersey, and then onto the Susquehanna to Hainesburg Junction. At HJ, we rejoined the L&NE for the hop west over to Portland, Pennsylvania, where we had a good look at the L&NE bridge across the Delaware River and the old wooden covered bridge that would be washed away in the 1955 Hurricane Diane. At Portland we rejoined the DL&W main line for the return trip to Hoboken via the electrified Morristown line. They just don't run trips like that any more!

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COVER

A dynamic image from the past is alive on the Beaufort & Morehead Railway. Freshly painted in the livery of the Pittsburgh & West Virginia, ex-Army Fairbanks-Morse H12-44 1852 was working Radio Island at Morehead City on October 4, 1996. For the full story, see Tom Trencansky's feature on the North Carolina Ports Railway on page 38. Kodachrome by Tom Trencansky. One of EMD's lease fleet SD70M's, 7023, was at Council Bluffs, Iowa, on May 25, 1995. For the story of EMD's super cabs, see Jim Boyd's feature beginning on page 28. Kodachrome by George Cockle.

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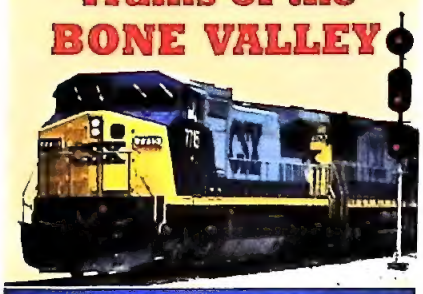

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Boom photos by Fred Clark, Jr

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FANMAIL

Duluth & Northeastern No.29

Thank you for your article of the history of the Duluth & Northeastern (R&R April 1997). Our museum, Prairie Village at Madison, S.D., owns D&NE 0-6-0 No.29. We knew of some of the history of the D&NE but we were understandably curious about the railroad that used our locomotive the most.

I would like to fill in some of the history of No.29 after the fires were dropped in 1964. The locomotive was purchased by Earl Grice in 1970 and trucked down to Mankato, Minn., where it was spotted on a siding. Mr. Grice had plans of building a loop of track on his property and giving rides, but this never panned out. He sold the 29 to a group of businessmen from Madison, S.D., and they transferred it to a Milwaukee Road line between Madison and Junius in 1975. They got several Soo Line passenger cars and formed the Historic Dakota Central and began giving rides in 1976. Unfortunately, the interest was not enough to cover costs, and the line to Junius and the passenger cars were sold. No.29 sat dead for ten years on what was left of the line, about a quarter mile.

In 1987 Joe Habeger found several people from the area (Bill Lutter, Rick Schurz, Myron Garrels and, sometime later, me) interested in steam locomotives to fire up No.29 for the Fall Jamboree. By 1988, with the help of Paul Redfield and several Village board members, plans were in place to lay track around the village. In 1989 the track was in place, and scheduled rides were a part of the museum by 1990.

By 1992 Rick had replaced the main rod bearings and wrist pins and repoured the babbitt for the crossheads. After some adjustment of the driving boxes, No.29 no longer had its signature "clank!" She's as quiet as a whisper.

As you know, time is not kind to steam locomotives. In 1996 Benson Mountain repaired some problems with the firebox sheets. Then during our 1996 Jamboree it was painfully obvious the 29 needed new boiler tubes. The work is now in progress, and our hopes are that we can be done by June 1997.

I know that all of us who work on No.29 love to hear her bark as she struggles up our 3% grade.

BILL NOLAN
Madison, S.D.

Selkirk's overviews

I would like to comment on the article in the April 1997 issue relating to Selkirk Yard. As a locomotive engineer on the River Line (West Shore for you purists) between North Jersey and Selkirk, I found his article to be pretty much on target and rather informative. I must add, however, one item that was not included in his text. In writing about the Jericho Road bridge over the engine facility, Gary Schermerhorn failed to note that the bridge is barely wide enough for one lane of traffic in each direction, with no shoulder space. The photograph on page 43 can be taken only by walking onto the bridge and climbing onto the guard barriers that are in place. I cannot count how many times while being shuttled to and from the hotel where the crews lay over the close calls we've had with railfans trying to take pictures over the sides of the bridge. This is a dangerous situation, and while I am sure that most visitors are responsible, I have to wonder how long it will be before some unfortunate pedestrian loses his balance while trying to get that shot of a foreign unit and falls into the path of an oncoming vehicle.

As Mr. Schermerhorn knows, the Route 32 bridge at FB (Feura Bush), the Route 396 bridge at the east end and the Route 9W bridge at CP-SK all have shoulders with sufficient standing space for photographers, unlike the Jericho Road overpass.

It must also be noted that the hill off the west end of Jericho Road bridge is also a bit of a blind spot, where most visitors park on the grass off the side of the road. Again, the accident potential is significant here as well. I make these statements based on first-hand experiences. Please pass the word that without proper caution the police will soon ask visitors to leave the Jericho bridge. An ounce of prevention is worth a pound of cure. I have talked with several railfans in the area, and most seem responsible. But as in the case of Houlihan's Curve in Illinois, there is the "ugly minority."

One other note regarding CP-SK — on numerous occasions while passing through the interlocking either going to or coming from the River Line, I have seen railfans gathering *under* the Route 9W overpass. Conrail police patrol the area and are usually present to inspect arriving and departing intermodal trains. Gary states quite correctly the situation about trespassing. Most employees don't mind photographers, but please stay within public property unless otherwise invited or authorized. Let's keep things enjoyable for everyone.

RALPH C. BONANNO
Little Ferry, N.J.

Royal Scot in Michigan?

I have just been reading my March R&R and particularly enjoyed the article on the Michigan Southern. However, I was very surprised to read that the visiting *Royal Scot* 4-6-0 used this route to visit the 1893 Colombian Exposition in Chicago because the first British 4-6-0 was not introduced until 1894 on Highland Railway in Scotland, and the *Royal Scot* toured the United States in 1933.

This may not be of monumental interest, but it is nice to have the facts straight.

R.F. PIERREPONT
Ludlow, Shropshire, England

Hearing from Heard

I received my April R&R today, and I would not read the piece about my GEORGIA 300 until lunch when I could have quiet time. I couldn't even finish my sandwich for hurrying back to the office to share the article with my employees. I have had numerous articles written in all forms about myself, the GEORGIA 300 and the staff, but none comes even close to topping Jim Porterfield's article. I sent copies to Nat and Ralph, the dining staff. I also enjoyed Jim Boyd's

COLOR PRINT, MARTIN E. HANSEN / ALBANY, ORE., FEB. 23, 1997

Back in Oregon

YEARS OF FUND RAISING and volunteer labor came to fruition on February 23, 1997, when MEDCO No.8 roared to life to pull her first revenue train in Oregon since 1968. The Baldwin S8 was built in March 1952 (c/n 75481) for the Medford Corporation (MEDCO) to work on it's logging railroad in Oregon between the mill in Medford and the camps above Butte Falls. The steep grades on this line had formerly been the domain of MEDCO's Shays and Willamette geared engines, along with a small-drivered Baldwin 2-8-2). The braking required for these grades caused MEDCO to order the No.8 with dynamic brakes, making her the only S8 ever so equipped.

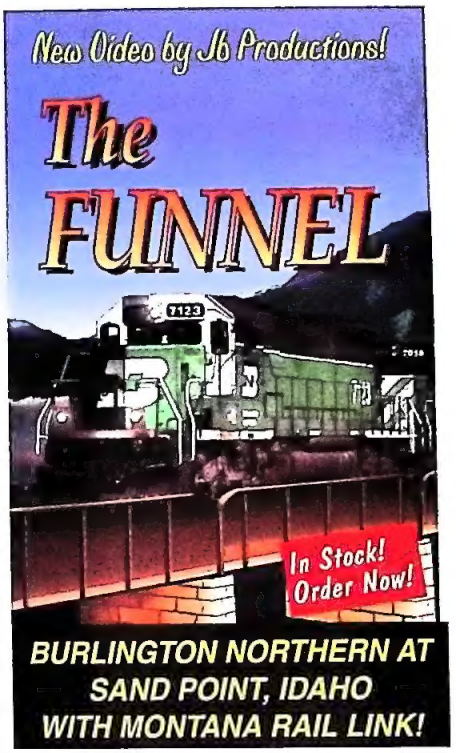
By 1959 the MEDCO logging line was abandoned in favor of trucks, and the Shays were cut up along with one Willamette. The remaining two Willamettes were donated for display, and the Baldwin 2-8-2 was sold for tourist service to the California Western. MEDCO No.8 remained until 1968 in Medford, switching the mill's interchange with the Southern Pacific. When SP took over the switching duties the one-of-a-kind Baldwin was sold to the Magma Arizona Railroad, retaining its MEDCO number.

For more than 20 years the aging No.8 worked on the ore-hauling line in Arizona before main generator problems sidelined her in the late 1980s. When word reached Medford in 1994 that the S8 was to be sold by Magma Arizona for scrap value, the Southern Oregon Chapter NRHS quickly mounted a fund-raising effort to save this unique piece of Southern Oregon railroad history. An auction of donated railroad items in 1995 finally gave the restoration group the funds needed to buy the Baldwin and move her back to Oregon. With SP donating the move over their line, the Baldwin arrived in late 1995 at the Willamette & Pacific shops in Albany, Oregon. Over the next year-and-a-half both volunteers and crews from the W&P labored to replace No.8's generator with a new one purchased from the Magma and to cure the remaining ailments of the 44-year-old Baldwin. Finally, after a couple of test fire-ups and a short stint around the W&P yard in Albany, No.8 was ready for her first train.

Sunday, February 23, 1997, dawned as a beautiful clear winter day in Oregon's Willamette Valley. Departure time was set for 8:00 a.m., with the train scheduled to run up SP's former "West-Side Line" between Albany and McMinnville, Oregon. Two baggage cars and one private car would carry the group of volunteers and W&P personnel for the all-day (hopefully) run.

Once clearance was received to leave the W&P yard and cross SP's main line, engineer Bruce Carswell (also head of motive power on the W&P) negotiated the Albany wye and crossed the bridge over the Willamette River. Once across, Bruce "widened on her" and quickly got No.8 and her train up to track speed of 40 m.p.h. The distinctive sound of the Baldwin's six-cylinder prime mover was music to all on board as No.8 pulled her first revenue train in Oregon since being retired. The music, however, hit a sour note near Corvallis when a large "pop" sounded from the electrical cabinet of the old Baldwin, spelling the end to the unit's ammeter. As the mechanics on board rushed to the cab to diagnose the problem, the S8 stopped loading past the second notch on the throttle. The train slowed to a stop near Corvallis, and it was determined that repairs would have to wait until No.8 was back in the W&P shops. Not to be discouraged, the group sent conductor George Lavacot back to Albany to fire up W&P GP39 *Monroe* and return to rescue the stranded train. Once coupled to the operable EMD, the train continued on its way as the volunteers retired to the private car to continue to diagnose the electrical problem that had cut short the Baldwin's initial outing.

The Southern Oregon restoration group hopes to eventually rebuild part of the former MEDCO logging railroad right-of-way near Butte Falls and run No.8 on excursion trains. Until then, repairs will be made to the S8's electrical system, it will be repainted to her original MEDCO livery and will be leased to the Yreka Western Railway. The nine-mile-long YWRy is located in Northern California, 45 miles south of Medford, and needs the Baldwin as back-up power for its freight diesels. With No.8's arrival on the YWRy, the Southern Oregon restoration group can easily visit the object of their efforts and listen to the unique sounds that can only come from a first-generation Baldwin diesel locomotive — MARTIN E. HANSEN.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Fair Days in Dunsmuir

AS THEY HAVE DONE for the past five years, the Dunsmuir (Calif.) Chamber of Commerce hosted a Winter Rail Fair on the weekend of February 14-16, 1997. Featuring slide shows, theatrical performances, model railroad displays, a railroadiana swap meet and walking tours of the town and railroad facilities, the 1997 event attracted a large turnout. Good weather helped, as previous years had seen rain or snow.

The star attractions of this year's fair were no less than *four* E9s. Union Pacific made its debut in this formerly Southern Pacific town by sending its trio of E's in classic A-B-A formation (951/963B/949), and out of the California State Railroad Museum in Sacramento came repeat visitor SP E9 6051. It was the first time in seven years that these engines have been together, the last being the 50th anniversary celebration of Los Angeles Union Passenger Terminal (now Union Station).

Most of the weekend saw the E's coupled in an A-A-B-A lashup, spotted between the main line and the engine terminal. SP 6051 was on the north (railroad direction "east") end of the consist adjacent to the depot/yard office, while UP 951 on the south end sat immediately across from the turntable. A more interesting or realistic setting to view these classic engines would be hard to imagine.

A remarkably well preserved "railroad town," Dunsmuir is located a little over 200 miles north of Sacramento, nestled in the heart of the Sacramento River Canyon. A crew change and helper terminal (its original name was "Pusher") for over 100 years, Dunsmuir is proud not only of its railroad heritage but of its historic downtown area. The Winter Rail Fair is a companion event to its older counterpart, "Railroad Days," which is held in the summer. This latter event grew out of an annual picnic for railroad employees and includes additional family-oriented activities including a town parade and softball games. This year's "Railroad Days" are scheduled for June 20-22, and additional information can be obtained by calling 800/DUNSMUIR (800/386-7684).

Dunsmuir appears to have fully recovered from the 1991 SP derailment at Cantara Loop which released a toxic weed killer that temporarily destroyed the town's sport fishing industry. It also appears to have survived the winter's floods which shut down the SP main line south of town for several weeks in January. This latter damage was still being restored during the weekend of the Rail Fair, resulting in a "work window" during most of the daylight hours. This meant fewer trains during the day, but a steady stream after dark which drew many observers down to trackside to watch the action of crew changes and the passing of strange yellow locomotives under the glare of the yard floodlights, all accompanied by the soft throbbing and classic outlines of the four E's — GEORGE A. FORERO, JR.

TWO KODACHROMES: GEORGE A. FORERO, Jr

vintage photos of the car. I will look forward to us traveling on the GEORGIA 300 again soon.

JACK HEARD
Fernandina Beach, Fla.

Clay slide loser still there

Here's a correction to the news item in the April 1997 issue titled "A little bit of clay." CN 2415 was not removed in the second week of December 1996 as reported but is still there, albeit now on its side with cab crushed by a choker cable. Attempts to retrieve this unit — the most recent being a six-hour session on February 17, 1997 — have all failed. The locomotive is under 24-hour security guard. If this loco is ever retrieved there will be a story there for someone. Also, CN coal trains use rotary gons, not hoppers.

MIKE MASTIN
Victoria, B.C.

Jersey Central Geep

In the April 1997 R&R on page 64 are photos of United Railroad Historical Society of New Jersey's Baltimore & Ohio Baldwin and Central Railroad of New Jersey GP7 1524, each recently cosmetically restored. Not mentioned is that Jersey Central Railway Historical Society, a member group of the URHS, "adopted" the 1524 and agreed to finance the costs of the restoration, which slightly exceeded $15,000.

Our members have volunteered their time at fund raising functions sponsored by the JCRHS, most notable are the annual Santa Claus excursions and Train Show & Sale. Fortunately we have been successful at these events and have been very pleased to see our hard earned dollars go to worthy preservation projects such as the 1524, which we see as a true New Jersey artifact.

MITCHELL DAKELMAN, president
Jersey Central Railway
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RAILFAN EVENTS

SOMERSET, NEW JERSEY, May 1-4. Conrail Technical Society 6th Annual Convention at the Marriott Hotel. Conrail facility tours and displays, rare industrial tours, banquet and slide presentations. All events open to the public. Registration fee $10 from Conrail Technical Society, P.O. Box 7140, Garden City, NY 11530-7140.

WASHINGTON, D.C., May 2-3. 3rd Annual Conference of the Amtrak Historical Society at Union Station. Activities include an Amtrak facilities tour, a slide program of Amtrak's 26-year history and a dinner meeting with a speaker. Information from Amtrak Historical Society, P.O. Box 67, Randolph, OH 44265-0067.

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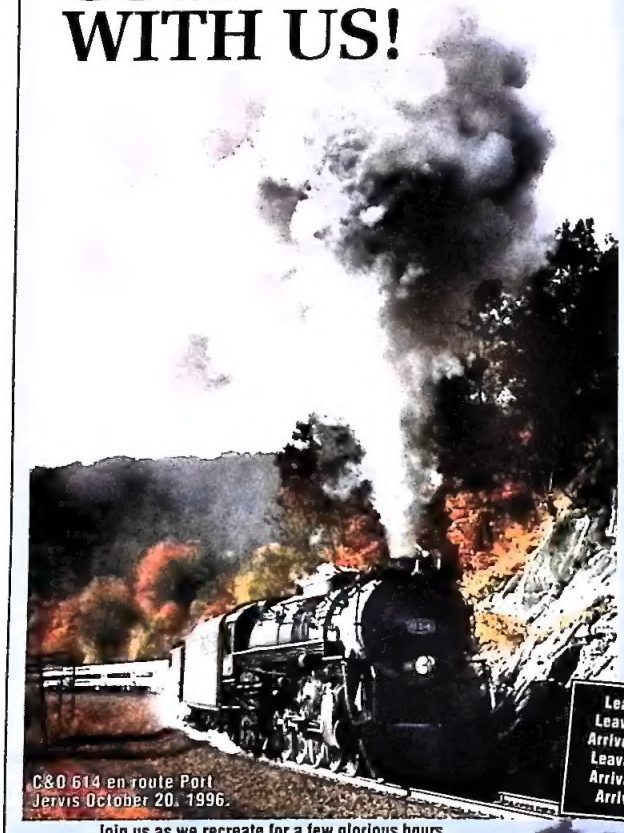

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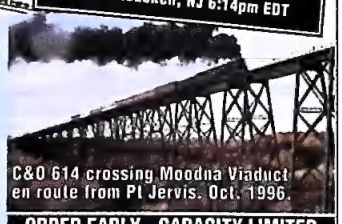

C&O 614 crossing Moodna Viaduct en route from Pt Jervis. Oct. 1996.

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I (we) plan to board at: ☐Hoboken ☐Ridgewood My date preferences are: _____
Please enter a number, i.e., #1 first choice, #2 second choice, etc. #___ Sat., 6/7 #___ Sat., 6/14 #___ Sun., 6/8 #___ Sun., 6/15 I ☐ Will ☐ Will Not accept alternative date if my choice(s) is/are sold out. ▲CITY ▲STATE ▲ZIP
IRON HORSE ENTERPRISES, INC., 1 Railroad Ave., Lebanon, NJ 08833 (___) ▲HOME PHONE

May 3, to Chickamauga, "Down Home Days," $35, 610.
May 10, to Summerville, "Howard Finster Art Festival," $59, diesel.
July 5, to Chickamauga, "Pops in the Park" concert, $42, diesel.
July 26, to LaFayette, $49, diesel.
August 23, to Kensington, "TAG Steam Special," $49, 610.
September 27, to LaFayette, "Rails to Wings Special," $49, diesel.
October 4, to LaFayette, $59, 610 & 4501 double-headed.
October 11, 18, 19, 25, and 26,to Trion, $59, 4501.
November 1 and 8, to Trion, $59, 4501.

NICKEL PLATE ROAD 587 will operate at the Monticello Railway Museum (Box 401, Monticello, IL 61856) every Saturday and Sunday in May plus May 26. Trips depart hourly 12pm-4pm from the Nelson's Crossing Depot, I-72 exit 166. Fare $7 adults, $4 children. Information: 217/762-9011.

OGDEN, UTAH, May 8-11. Annual meeting of the Railway & Locomotive Historical Society. Depot and equipment displays, trip to Promontory. Presenters include Steinheimer, Houck, Carr and Burton. Information: Mike Burdett, 801/392-7874.

CHICAGO, ILLINOIS, May 10-11. "Train to the Trolleys" excursion each day from Union Station to the East Troy Electric Railroad in Mukwonago, Wisc., via Wisconsin Central. Train will be powered by Algoma Central F9s. Tickets $49. For an order blank call the 20th Century Railroad Club at 312/829-4500.

FOX RIVER TROLLEY MUSEUM, P.O. Box 315, South Elgin, IL 60177-0315 (847/697-4676) will hold the following special events. Admission, unless otherwise noted, is $2.50 adults, $2 seniors, $1.50 children 3-11, under 3 free. Discounts may apply for some special events. Hours of operation are 11am-5pm unless otherwise noted.
May 11, Mothers Day on the Trolley.
June 1, Spring Caboose Rides.
June 15, Fathers Day on the Trolley.
June 28-29, Fox River Trolleyfest, 11am-6pm.
August 24, Olde Time Commuter Day.
September 14, Fox River FolkFest (admission $.50 more).
October 5, CTA Day, two generations of "L" equipment.
October 12, Fall Caboose Rides.
October 25-26, Haunted Trolley.

SAVANNAH, GEORGIA, May 16-18. Southern Railway Historical Association's 11th annual meeting with tours of the preserved Central of Georgia shop, facilities tours, model contests and more. Information: Buck Dean, SRHA - Savannah '97, 3913 Pembroke Avenue, Mobile, AL 36608.

CASS, WEST VIRGINIA, May 16-18. Railfan weekend featuring inaugural run on the ex-WM Greenbrier, Cheat & Elk. Triple-headed Shays on Saturday to Spruce, Sunday trip to Bald Knob. WM 6 on both trips. Information: Railfan Weekend, Box 107, Cass, WV 24927; 1-800-CALLWVA.

DURAND, MICHIGAN, May 16-18. 22nd Annual Durand Railroad Days featuring rail photo opportunities, museum exhibits and model layouts. Information from Railroad Days, Inc., P.O. Box 316, Durand, MI 48429; 517/288-2678.

HOBOKEN, NEW JERSEY, May 17. Hoboken Terminal Festival sponsored by NJ Transit. Historic and current rail equipment displays, railroadiana and other sales, ethnic foods and more. Free admission, train and ferry rides for nominal fee.

HAMMONTON, NEW JERSEY, May 17. Rail-Expo on the two-foot-gauge Haluwasa Shoreline Railroad. All-day pass $3.Information from Haluwasa Shoreline Railroad, 377 South Ehrke Road, Hammonton, NJ 08037; 609/561-3081.

SCRANTON, PENNSYLVANIA, May 17. Trips to Tobyhanna Army Depot for Armed Forces Day. Military exhibits at depot. For information contact Steamtown National Historic Site, 150 South Washington Ave., Scranton, PA 18503-2018.

CHESTER, MASSACHUSETTS, May 17. "Chester on Track" sponsored by the Chester Foundation, 10am-4pm. Rolling stock andConrail locomotive display, granite works tours, flea market, more. Information from Dave Pierce, 17 Bailey Road, Huntington, MA 01050; 413/667-8755.

WILMINGTON, DELAWARE, May 17. Delaware Transportation Festival at the Wilmington Amtrak Station, 10am-4pm. Displays include Wilmington & Western 98, Reading FP7s, Amtrak coaches and SEPTA equipment. Admission free. Information: Julie Theyerl, Delaware Transit Corporation, 400 South Madison Street, Wilmington, DE 19801-5114; 302/577-3278 ext. 3405.

FRANKLIN PARK, ILLINOIS, May 17. 2nd Annual Railroad Daze featuring equipment displays from Metra, IHB, CPR, Wisconsin Central and Amtrak. Railroadiana sale and historical society exhibits, 12pm-8pm on Franklin Ave. between Rose and Ruby Streets. Free admission. Information: 817/455-2510.

CLEVELAND, OHIO, May 17. All-Alco Railfan Day on the Cuyahoga Valley Scenic Railroad. Excursion over the entire line, 50 miles round trip. Train consists of two FPA4s and stainless steel coaches. Photo runbys, multi-media slide show, night photo session planned. Tickets $35 from Cuyahoga Valley Scenic Railroad, P.O. Box 158, Dept. 14, Peninsula, OH 44264-0158; 800/468-4070.

TENNESSEE CENTRAL RAILWAY MUSEUM, 709 North Lake Circle, Brentwood, TN 37027 (615/781-0262) will sponsor the following trips. All trains require reservations. Contact museum for ticket order form.
May 17, Watertown-Nashville, 90 miles, $15-$49.
June 7, Nashville-Gordonsville, 120 miles, $15-$49.

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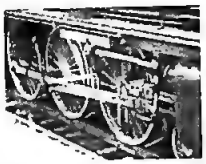

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#11395 All Aboard for Eureka (30 min.) $19.98

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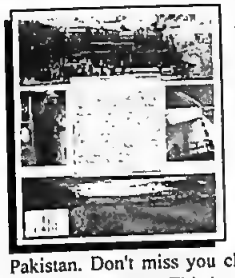

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This video is a high adventure on America's last remaining Daylight steam engine. Travel Oregon's rugged, snow-covered Cascades. Forge through 23 hardrock tunnels and across high-steel trestles into the Sacramento River Gorge. From spectacular scenery to the lonesome sound of steam from the 40's and 50's...***Daylight Express*** is a video treasure.

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Travel the beautiful 1,600 mile journey along the Pacific coast from San Diego, California to Seattle, Washington. Enjoy side trips to Yosemite National Park and its Mountain Sugar Pine Railroad, the California Western Railroad, the San Diego Trolley system, the California State Railroad Museum and the Seattle Monorail.

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The Heartland

Your journey begins in Washington D.C., and heads west through Chicago on the *"Capitol Limited."* Then take the *"California Zephyr"* across the great plains, through the Rockies and finally arrive at beautiful San Francisco.

#4181 (120 min.) $19.98

A Train Ride Thru Amish Country

Leave the 20th century behind as you travel to the beautiful Amish countryside of Ohio. Journey by train, horse-drawn buggy and sleigh through the world's largest Amish community and Ohio's #1 tourist attraction. This video is a collector's treasure!

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Today Conrail and CSX interchange at Lurgan with mixed freight and coal traffic just as the Reading and Western Maryland did years before.

Our cab ride is on a mixed Conrail freight train interchanging with the CSX.

This trip will take us by old "GN" Tower at Lurgan, street running through Chambersburg, PA, and lefthanded running over the Allenwald Cutoff where the tracks separate at New Franklin and rejoin at Conboy.

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ILLINOIS RAILWAY MUSEUM, P.O. Box 427, Union, IL 60180, will hold the following special events. Museum admission is $8 adults, $6 children ages 5-11 and seniors on weekends, $6 and $3.50 weekdays. Special events may be slightly more.

May 17, Scout Day.
June 21-22, Chicago Transit Weekend.
July 3-6, Chicago, Aurora & Elgin Festival.
July 4, Annual Trolley Pageant.
July 19-20, Diesel Weekend.
August 3, 7th Annual Vintage Transport Extravaganza.
August 30-September 1, Railfan Weekend.
October 18-19 and 25-26, Harvest Days.

SALEM, NEW YORK, May 17-18. Excursion over the Batten Kill Railroad with two Alco RS3s sponsored by Northeastern New York Railroad Preservation Group. Photo runbys, rare mileage. Information from Northeast Rail, 1 Elbow Street, Greenwich, NY 12834; 518/692-2191.

ALTOONA, PENNSYLVANIA, May 17-18. Horn & Whistle Fair at the Railroaders Memorial Museum. Bells, horns and whistles from locomotives, factories, heavy equipment and ships will be rung and blown throughout the weekend. A PRR locomotive bell will be raffled off. Raffle tickets $10 each (includes admission to the event) through the mail until May 1 from Altoona Railroaders Memorial Museum, Attn.: PRR Bell, 1300 9th Ave., Altoona, PA 16602. After May 1 tickets are available at the museum or at Horseshoe Curve. Information: 814/946-0834 ext. 200.

MILWAUKEE ROAD 261 will operate the following special excursions over BNSF.

May 17-18, Minneapolis to Willmar/Benson, Minn., 250 miles round trip each day.
June 28-29, on display in Galesburg, Ill., for Galesburg Railroad Days.
July 3-6, Minnesota Heritage Festival trips, two roundtrips each day from downtown Minneapolis.

For information on Minneapolis-Wilmar trips or Minnesota Heritage Festival trips contact Friends of the 261, 4322 Lakepoint Court, Shoreview, MN 55126.

BLANDON, PENNSYLVANIA, May 24. PicnicRail '97 sponsored by Anthracite Railway Historical Society, Schuylkill Valley Model Railroad Club and Hawk Mountain, Lehigh Valley and Pottstown & Reading Chapters NRHS. Hot meal served at 5pm next to Conrail's main line, afternoon rail photography seminar and evening slide show by Steve Barry. Admission $9, children 3-12 $4.50. Tickets from HMRHS, c/o Phil Reppert, 17 Adele Ave., Blandon, PA 19510.

THE RAILROAD CLUB OF CHICAGO, P.O. Box 8292, Chicago, IL 60680 (847/251-2262) will sponsor the following events. Travel is on regular Metra trains.

May 24, photo trip from Chicago to Joliet, $10.
May 24, "Supper at the Station" trip from Chicago to Kenosha, Wisc. Fare $30 includes dinner in CNS&M station.
June 21, photo trip from Chicago to Northbrook, $10.
June 22, trip to Fox River Trolley Museum using Metra from Chicago to Elgin, chartered limos to South Elgin. Fare $30 includes transportation and unlimited rides at the museum.

CHICAGO, ILLINOIS, May 25. Trip to East Troy Electric Railroad via Metra from Chicago to Fox Lake and chartered motor coach to museum sponsored by Central Electric Railfans' Association. Fare $30 includes chartered train at museum. Tickets/information from CERA, P.O. Box 503, Chicago, IL 60690.

WILMINGTON (GREENBANK), DELAWARE, May 25. Night photo session on Wilmington & Western. Featured equipment includes 4-4-0 98 lettered Mississippi Central, PRR doodlebug and SW1s on freight and work train consists. Night lighting by Steve Barry. Event begins 8:30 pm. Tickets $20 from Tom Gears, 2720 Newport Gap Pike, Wilmington, DE 19808; information phone 302/892-2473; E-mail tgears@dca.net.

WILMINGTON (GREENBANK), DELAWARE, May 25-26. Memorial Weekend Specials on the Wilmington & Western with 4-4-0 98. Discounts for active, reserve and retired military personnel. Sunday departures at 12:30pm, 2pm and 3:30pm, Monday departures at 12:30pm and 3:15pm. Information from WWRR, P.O. Box 5787, Wilmington, DE 19808; 302/998-1930.

NORTHBROOK, PENNSYLVANIA, May 26. Excursion on the Delaware Valley Railway to West Grove, Cossart and Modena, Penn., behind Reading FP7 diesels. Trip departs Northbrook 11:00, photo runbys scheduled. Tickets $32 (children under 5 free) from Philadelphia Chapter NRHS, P.O. Box 7302, Philadelphia, PA 19101-7302.

BELLEFONTE, PENNSYLVANIA, May 31. Excursion on the Nittany & Bald Eagle covering all trackage between Mill Hall and Vail using RDC's. Trip departs Bellefonte 11:00. Quality photo stops included. Tickets $35, box lunch $6.50 additional from Jersey Central Railway Historical Society, P.O. Box 700, Clark, NJ 07066-0700.

DANBURY, CONNECTICUT, June 7. Hudson River Express to West Point and Cold Spring, N.Y. using NH-liveried FL9s via the Maybrook Line and Beacon branch. West Point option includes boat connection from Peekskill and motor coach tour. Train/cruise/West Point tour $59 adults, $50 children 3-15. Train to Cold Spring $29.50 adults, $25 children 3-15. Tickets from Danbury Railway Museum, P.O. Box 90, Danbury, CT 06813-0090; 203/778-8337.

HYANNIS, MASSACHUSETTS, June 7-8. Railfest '97 on Cape Cod Railroad featuring equipment displays, railroadiana show and photo and art contest. Weekend pass $25 adults, $15 kids. For details contact the Cape Cod Railroad, 252 Main Street, Hyannis, MA 02601; 508/771-3788

HOBOKEN, NEW JERSEY, June 7 8 and 13-14. C&O 4-8-4 614 will power a round trip each day from Hoboken to Port Jervis, N.Y. Multiple photo runbys, high speed running, cab ride raffle. Tickets $68 adults, $40 children under 13, under 3 free. Luxury seating $225. Tickets/information from Iron Horse Enterprises, 1 Railroad Avenue, Lebanon, NJ 08833; 908/236-2200. Visa/MC accepted over the phone.

SOUTHERN PACIFIC 4449 will power three trips out of Portland, Oregon, over BNSF. For more information contact Northwest Rail Museum, P.O. Box 19342, Portland, OR 97280; 503/244-4449. VISA/MC accepted.

June 7-8, Portland to Wishram, Wash., each day. Ticket prices start at $75 and include a barbeque meal.
June 14-15, Stampede Pass Excursion. Saturday's route is Portland-Yakima, Wash., via Pasco, overnight in Yakima. Sunday's route is Yakima-Portland via Stampede Pass and Auburn. Ticket prices start at $275 and includes lodging, transfers to the hotel, two lunches and Sunday breakfast.

BLOWING ROCK, NORTH CAROLINA, June 13-15. Railroaders Weekend sponsored by the Tweetsie Railroad and ET&WNC RR Historical Society. Activities include shop tours, model exhibits, private train runs and night photo session. Weekend package $30. Information from Tweetsie Railroad, P.O. Box 388, Blowing Rock, NC 28605; 800/526-5740.

ST. CONSTANT, QUEBEC, June 21-22. Steam Weekend at the Canadian Railway Museum. Many steam locomotives will be brought outside the museum buildings for photography. Live steam models, 2-2-2 *John Molson* in operation, night photo session hosted by Mike Del Vecchio. Weekend pass incl. night photo $15, night photo only $10 (U.S. funds). Tickets from Canadian Railway Museum, 120 St. Pierre Street, St. Constant, Quebec, Canada, J5A 2G9; 514/638-1522.

WHIPPANY, NEW JERSEY, June 21-22. Railroad Festival '97, "A Swinging Sixties Weekend" at the Whippany Railway Museum. Vintage railroad locomotives on display from the United Railroad Historical Society of New Jersey, plus '60s cars, trucks and buses. Train rides hourly 12pm-5pm Saturday, 12pm-4pm Sunday; fare $7 adults, $4 kids under 12. Free admission to festival. Night photo session Saturday, tickets $15. Order train or night photo tickets from URHS, P.O. Box 711, Clark, NJ 07066; information 201/887-8177.

MADISON, SOUTH DAKOTA, June 21-22. Railroad Days at Prairie Village. Three steam locomotives and one diesel on display, train rides and other exhibits. Dinner train requires advance reservations. Information from Karen Becker, P.O. Box 256, Madison, SD 57042; 800/693-3644 or 605/256-3644.

CALGARY, ALBERTA, June 21-22. Heritage Park Railway Days will showcase the steam railway, operating streetcars and preserved equipment in a historic town context. Two matching USRA 0-6-0s in service on passenger, freight and mixed consists. For more information call 403/259-1900.

TENNESSEE PASS EXCURSION, June 21-23. UP 844 and E9s will power a trip from Denver to Salt Lake City via the Royal Gorge and Tennessee Pass. **June 21,** Denver to Canon City via Joint Line to Pueblo. **June 22,** Canon City to Grand Junction over Tennessee Pass. **June 23,** Grand Junction to Salt Lake City via D&RGW/*California Zephyr* route. *This trip is sold out.*

WASHINGTON, D.C., June 22-July 3. Ride to the NRHS Convention in Salt Lake City aboard the heavyweight Pullman *Dover Harbor.* Outbound trip behind Amtrak's *Cardinal* and *California Zephyr,* return via *Zephyr* and *Capitol Limited.* Fare is $1,949 per person. Information: Washington D.C. Chapter NRHS, c/o Henry Bielstein, Ticket Agent, 13435 Reid Circle, Fort Washington, MD 20744-6522; 301/292-9592.

SALT LAKE CITY, UTAH, June 24-28. Convention of the National Railway Historical Society. Tentative schedule includes **June 24,** Heber Valley Railroad; **June 25,** choice of Nevada Northern or UP E9s to Lyndyl via Provo Sub; **June 26,** Golden Spike NHS and Ogden Station Museum; **June 27,** Salt Lake, Garfield & Western and banquet and **June 28,** UP 844 to Cache Junction. For more information contact Promontory Chapter NRHS, 1965 W. Lindsay Drive, Taylorsville, UT 84119.

HEBER CITY, UTAH, June 24. Tentative night photo session on Heber Valley Railroad featuring 2-8-0 618 and NW2 1011 hosted by RAILFAN & RAILROAD. Also possible night photo session with UP 844 and/or E9s on June 26 in Salt Lake City. Both sessions contingent on final approval from railroads, more details to follow.

GALESBURG, ILLINOIS, June 28-29. Annual Galesburg Railroad Days featuring exhibits and displays, train rides to BNSF yard, bus tour of dispatchers office, many family-related activities. Displays will include Milwaukee Road 4-8-4 261, Frisco 4-8-2 1522, the *Nebraska Zephyr* and BNSF's executive train with F-units. Most events free. Information from Galesburg Area CVB, P.O. Box 749, Dept. RF, Galesburg, IL 61402-0749; 309/343-1194.

CLINTON CORNERS, NEW YORK, June 28-September 14. Exhibit on "Hudson Valley Railroads: Woodburners to Diesels" at the Clinton Historical Exhibit Center, Routes 115 & 17 (1 mile east of Taconic Parkway). Photos, memorabilia, operating layout of Hopewell Jct. circa 1920. Admission free. Information: 914/266-5494.

BOSTON, MASSACHUSETTS, July 3-19. "California Bound" from Boston and Washington to Los Angeles and San Francisco via regular Amtrak service. Price to be announced, $150

deposit will hold space. Information from Mystic Valley Railway Society, Inc., P.O. Box 486, Hyde Park, MA 02136-0486 (617/361-4445).

CHESAPEAKE & OHIO 2716 has several outings planned for 1997. For ticket ordering information check the website of the Fort Wayne Railway Historical Society. The address is www.steamloco765.org.

July 4-6, short trips each day out of Kokomo, Ind., for the Haynes-Apperson Festival over the Winnemac Southern.

July 19-20, *tentative* appearance at Logansport, Ind., for the annual Iron Horse Festival with trips over TP&W.

July 26-27, *tentative* trips out of Chatsworth, Ill., over the TP&W for the Chatsworth Historical Festival.

Please note that the Logansport and Chatsworth trips are still awaiting approval of the TP&W.

DENVER, COLORADO, July 5. Trip to Greeley Independence Stampede Rodeo behind Union Pacific 4-8-4 844. Package includes train ride, rodeo tickets, barbrque dinner and night show concert. Information: 800/982-BULL.

BELLEFONTAINE, OHIO, July 12-13. Excursion to Jefferson, Ohio, each day over former Big Four and DT&I trackage. Tickets $35 coach, $45 First Class Lounge, $60 Premier Class. Contact Christian Academy Schools, P.O. Box 808, Sidney, OH 45365; 937/492-2059. VISA/MC accepted.

WILMINGTON, DELAWARE, July 19. 6th Annual Rail to the Fair trip to the Delaware State Fair in Harrington using Amtrak equipment. Optional side trip to Laurel, Del. Trip may also be boarded at Philadelphia or several locations in Delaware. For a complete schedule and fare information contact Christie Hoffman or Doug Andrews, Delaware Transit Corporation, 400 South Madison Street, Wilmington, DE 19801-5114; 302/577-3278 ext. 3412 or 3451.

UNION PACIFIC STEAM will operate in conjunction with Cheyenne Frontier Days. Scheduled power is 4-8-4 844 and Centennial 6936. Tentative plans include: **July 24,** *deadhead move* of equipment from Cheyenne to Denver; **July 26,** round trip from Denver to Cheyenne sponsored by Denver *Post* (call 303/296-4754 for ticket information); **July 27,** *deadhead move* of equipment from Denver to Cheyenne.

CINCINNATI, OHIO, August 9. Summerail 1997 at Cincinnati Union Terminal sponsored by the Cincinnati Railroad Club and Miami Valley Railfans. Multi-media slide shows, scheduled presenters include Mike Brestel, Al Clum, Willie Davis, Dale DeVene, Jr., Dave Lichtenberg, Scott Lindsey, Garland McKee, Allen and Bradley McClelland, Randy Nelson, Mark Perri, Dave Patch, Bob Todten and Scott Withrow. Railroadiana sale and tour of CUT Tower A. Tickets $12 payable to Cincinnati Railroad Club and mail to Summerail 1997, CRRC, P.O. Box 14157, Cincinnati, OH 45250-0157; 513/651-RAIL.

RINGOES, NEW JERSEY, August 15-17. 60th Birthday Celebration for Black River & Western 2-8-0 60. Tentative plans include mixed train and night photo session Friday with locomotive lettered Great Western, trip over entire BR&W on Saturday. More details to follow.

INTERNATIONAL TOURS

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following foreign steam tours. Send a SSAE for details.

Hedjaz Jordan and Syria, May 31-June 15, steam-powered trains on the former Hedjaz Railway.

Indonesia, August 2-18 or 23, narrow gauge steam at work in mills, optional extension to Sumatra.

Myanmar, October 10-24, steam charters and festival of lights.

China, October 26-November 10, line side and industrial.

TOUR ALASKA BY RAIL WITH CARSTENS, September 4-19. Ride Amtrak's Talgo train, VIA, Alaska Railway, White Pass & Yukon and BC Rail steam with RAILFAN & RAILROAD publisher Hal Carstens. Tour cost $3560 per person (double occupancy) from Seattle. Reservation deposit $250. For reservations or information contact World Rail Travel Specialists, Inc., P.O. Box 732, East Moriches, NY 11940-0732; 516/878-2260 or 800/821-6233.

RAILROADIANA MEETS

FOXBORO, MASSACHUSETTS, May 4. Rail-A-Rama sponsored by Mystic Valley Railway Society at Demetri's Convention Center, Route 1. Admission $3, children 12 and under $1, under 5 free. Information: MVRS, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

TIMONIUM, MARYLAND, May 4. "Transpo '97" Baltimore Transportation Memorabilia Show & Sale at the Maryland State Fairgrounds off I-83, 10am-4pm. Admission $5, under 12 free. Mention RAILFAN for $1 discount. Information: Transpo '97, P.O. Box 10372, Alexandria, VA 22310; 703/768-2990.

NEWTON (WABAN), MASSACHUSETTS, May 9. Boston Chapter NRHS Collector's Night at the Union Church, Waban & Collins Streets, 7pm-10pm. Admission $1, family maximum $2, children free. Information: Kevin T. Farrell, Boston Chapter NRHS, P.O. Box 252, Newtown Branch, Boston, MA 02258; 508/663-6239 between 7pm-10pm.

STRASBURG, PENNSYLVANIA, May 18. Lancaster/Strasburg Train & Toy Show at Historic Strasburg Inn, Rt. 896, 9am-2pm. Admission $3, under 12 free. Information: Bill Siegler, 1749 Hemlock Road, Lancaster, PA 17603; 717/392-5515.

CARNEYS POINT, NEW JERSEY, May 18. Annual Carneys

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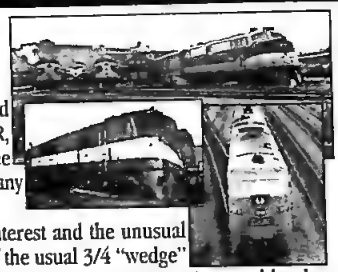

This book uses some of the best photography of this renowned rail photographer in the period 1949-1970. Included are SR, L&N, GM&O, ACL, SAL, D&S, West Point, C of G, Tennessee Central, NS (original), IC, Clinchfield, C&EI, VGN, N&W and many other lines of the region.

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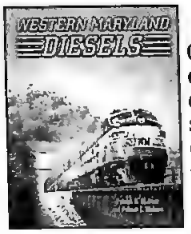

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Point Train Meet at the Carneys Point Volunteer Fire Hall, Walker Avenue & D Street, 10am-3pm. Admission $3, children under 12 free with adult. Information: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 before 9pm.

ALBUQUERQUE, NEW MEXICO, May 18. Albuquerque Railroad Fair at the Manuel Lujan Exhibit Hall, New Mexico State Fairgrounds, 9am-4pm. Admission $4, children under 12 free. Information: Bryan Moseley, P.O. Box 6583, Albuquerque, NM 87197-6583; 505/345-0657.

JERSEY CITY, NEW JERSEY, May 18. Trans-Rail Expo sponsored by Communipaw Commemoratives and the NJ State Park Service at the CRRofNJ Station, Liberty State Park, 9am-5pm. Admission $6 adults, $2 children under 12. Information: Communipaw Commemoratives, P.O. Box 831, Bayonne, NJ 07002-0831; 201/823-4983.

STROUDSBURG, PENNSYLVANIA, May 24. Spring Pocono Train Show sponsored by Pocono Mountains Chapter NRHS at Stroudsburg High School, 1100 West Main Street, 9am-2pm. Admission $3.50 adults, children under 12 free. Information: John Lutz, 39 Kinney Avenue, Mount Pocono, PA 18344; 717/839-7465.

ORLANDO, FLORIDA, May 24. Central Florida Chapter NRHS Railroadiana, Model & Toy Train Show & Sale at Loch Haven Park Neighborhood Center, 610 N. Lake Formosa Drive, 10am-2pm. Admission $2, under 12 free. Information: David Rhea, 906 Center Street, Ocoee, FL 34761; 407/656-8749.

FORT WORTH, TEXAS, May 25. Lone Star Train Fair at the Amon G. Carter Exhibit Hall in the Will Rogers Memorial Center, 10am-5pm. Admission $5, children under 12 free. Information: Terry Adams, 4220 Shannon Drive, Fort Worth, TX 76116; 817/732-2117.

SAN ANTONIO, TEXAS, June 7. 7th Annual Summer Train Show at Live Oak Civic Center, 8101 Pat Booker Road, 9am-4pm. Admission $5, children $1, family $8. Information: Frolin Marek, 4647 Harpers Bend, San Antonio, TX 78217; 210/655-1400.

SALT LAKE CITY, UTAH, June 27-28. Salt Lake Tracks '97 at the Hellenic Memorial Cultural Center, 279 South 300 West, Saturday 12pm-8pm, Sunday 10am-6pm. Railroadiana, steam tractors and live steam models on display. Admission $3, under 13 free. Information: Salt Lake Tracks '97, c/o Stan Jennings, 5412 Colter Drive, Kearns, UT 84118.

DENVER, COLORADO, July 19-20. Mile High Railfair at the National Western Complex, I-70 & Humbolt, 9am-4pm. Admission $3 adults, $1 children under 12. Information: Intermountain Chapter NRHS, 4701 Marion Street, Suite 305, Denver, CO 80216-2140.

WE'D LIKE YOU TO MEET ...

MARIA TRENCANSKY

Tom Trencansky

The author of this month's feature on the FM's of North Carolina shares his story and railfanning philosophy this way:

"Railfanning is a hobby that will allow you to devote as much or as little time as you want to, and it's always interesting! Over the years, railfanning has allowed me to change. Some years, I have been as active as any railfan can be, while in other years I've been able to step back away from the activities for a while, but yet I always return. It can be an infectious hobby.

"I think I'm the average train enthusiast. My love of trains goes back as far as I can remember. I was born in January 1951 in Johnson City, New York, and can remember going to the drive-in and watching trains on the Erie main line from the back seat of our old Nash. I've never been able to 'not' watch a train going by. Railroads were in my blood. My favorite uncle worked for the

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Lackawanna out of Binghamton, and he arranged for a ride in the yards — wow! And my older brothers had Lionel trains in the basement, the old cast-metal postwar types. Perhaps the first girl I ever noticed lived a block away. Right now I can't remember her name, nor what she looked like, nor how old we were, but she had the Lionel *Texas Special*. Wonder what happened to that train set?

"Model trains grew into a fascination with the big ones. In elementary school I got in trouble for watching the train tracks. In high school I logged all the trains going by the windows. Too bad they didn't offer a course in that. And then, depending on how you look at it, was a discovery that went beyond man's first walk on the moon — train photography. My older brother Steve allowed me to borrow his 35mm camera, and it was all over. He never got the camera back, and Kodak stock prices have been escalating ever since.

"Two items came into my possession at about the same time in the late '60s, the first *Diesel Spotter's Guide* and a used copy of *Trains* that showed a Baldwin switcher on the Lehigh Valley in Sayre, Pennsylvania. My father was well aware of my moderate interest in trains and agreed to take the family on a Sunday drive to Sayre. This first road trip to the Lehigh Valley was the start of my modern day railfanning, and to this day, my favorite railroad is the LV. A lot of other miles have been driven over the last 30 years since that first railfan trip.

"In the early '70s, I went to Broome Community College in Binghamton where I proceeded to excel in many subjects but spent most of my time as taxi driver for college

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photographer, J.J. Young, Junior. On more than one occasion John interrupted a class to let me know of a pressing 'emergency.' I'm not sure the instructor ever figured out that HF98 with an A-B-A set of F3s, or an eastbound pool job with BN F45s was more important to me than Business Math 102. Nonetheless, I passed and had a tremendous opportunity to railfan the Binghamton area in the early '70s with some skilled photographers. Hours and hours spent at 'Malfunction Junction' watching the daily Leaky Valley transfer are all fond memories, some of which were captured on film.

"Other 'interests' have taken time from the hobby over the years. I met my wife Nancy (Gavette) at Broome Community College. One of our first dates was delayed by four or five hours because the D&H caboose I was riding didn't have a telephone. She forgave me. She had a lot going for her. First, she didn't 'dislike' trains. Also, she had worked summers at the lunch counter at the Lackawanna Station in Binghamton and had already met several area railfans. Hmm, she would still date one! One of her grandfathers, Leigh Gavette, worked as a mechanic in the Lehigh Valley shops at Sayre. Her other grandfather, Norman Orcutt, worked as a Lackawanna engineer out of Binghamton on the Syracuse line. She had railroads in her blood too! Little did she know what was ahead for both of us!

"We were married in 1975, and honeymooned in Florida. Along the way we happened to find Baldwin locomotives on railroads in Virginia, North Carolina and several places in Florida. One of my first photographs published was a portrait of Nancy on the Baldwin switcher at the Jacksonville Port Authority. We've had many trips since that time and most (if not all) wound up along the tracks of some railroad. To this day, my wife is sure that I subscribe to some travel service that lists only motels with rooms overlooking train tracks.

"After college, we both got staff positions at Cornell University, and by the late '70s it was time to really settle down. We bought a house in Dryden, N.Y., and have since had two daughters, Lisa, now a Dryden High School senior and cheerleader, and Maria, now 13. We are proud of both of them. Both have been exposed to the infectious railfanning disease, but due to early detection and immunization, they have successfully avoided acquiring it. Both have shown tremendous patience over the years while their dear old dad had to check out 'just one more' train yard. A few years back, due to a family tragedy, our niece Melissa, now age 15, moved in with us. Three girls . . . dad needed to compromise in order to keep seeing trains. We now know all the shopping malls near all the train yards throughout the East. Vacations in 1996 included Nova Scotia and Myrtle Beach, South Carolina. Both yielded great family vacations while allowing me to get up early and track down any local trains. Three teenage girls may be slowing down my hobby, but I wouldn't trade them for all the Baldwins in China.

"But with all kidding aside, after over 20 years of marriage and a full family, my wife and I still share our time together, trip after trip, compromising both on trains and other activities so that we both enjoy the travel. Trains have taken us to so many places, from California to Montana to Montreal to New Orleans and even to Montego Bay, Jamaica. I'm not sure that without such a traveling partner either of us would have ever been to so many places.

"Railfanning keeps me busy, even though my home is 50 miles from any main line. In the late '70s, I was one of the founding members of the Cornell Railroad Historical Society, our local NRHS group (Cornell Chapter, Cornell University). Our group is active throughout the year including an annual train show and assisting the Owego Railroad Museum in Owego, N.Y., on the Owego & Harford Railway. For over 20 years my equipment was all Nikon but I recently switched to a Canon EOS ELAN II E. That Canon gets most of the work now. Someone sold me a bill of goods a long time ago, so my cameras only use Kodachrome and mostly on sunny days. (Coming from the Binghamton area, that doesn't allow photography often!!) To combat the area's perpetual cloud cover, I have tuned my night photography skills. I still use flashbulbs, and have been known to take trips spend the nights railfanning and sleeping during the day.

"My photographs and articles have appeared in many railroad publications, University publications, museum postcards and the like. In 1989, I was asked by editor Tom Nemeth to edit the New York State column for *Railpace*. Through the *Empire State Limited* column I have met literally hundreds of fans willing to share their knowledge of trains with others. I enjoy not only the hobby, but also most of the railfans. It's a good hobby. And, as always, I'll close by saying, 'see you trackside'." ✏

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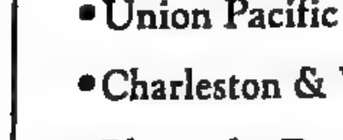

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ON THE MENU

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1997 Guide to Dinner Trains

DINNER IN THE DINING CAR is increasingly popular. To meet this growing demand, the number of dinner trains has increased each year. To treat each train in the manner employed in previous annual guides, an entire issue of RAILFAN & RAILROAD would have to be devoted to the project (if you favor that approach, write Jim Boyd). The purpose of the *Annual Guide to Dinner Trains* is to encourage you to patronize these trains when you travel or when you seek an unusual setting for a family or business get-together. This abbreviated directory will enable you to do that. When planning a visit, merely call the phone number provided to request more information or to make your reservation.

The following list is of dinner trains operating in the United States in the summer of 1997. They are arranged in alphabetical order by state, then by city of origin. Each entry names the train and/or railroad, notes the boarding location , lists the telephone number(s) for information or reservations, and sketches the operating schedule. The number and alphabet code refers to the following classes of scheduling and meal service:

Frequency:

1. Seasonal/Regular Schedule: Runs part of the year on a set schedule (i.e., daily, each Saturday, the last Friday or each month and the like).

2. Seasonal / Occasional: Runs part of the year but on an irregular schedule (i.e., holidays, special events weekends, and the like).

3. Year Around / Regular Schedule: Runs virtually the entire year on a regular schedule (i.e., daily except Mondays, weekend evenings, Sunday brunch and the like).

4. Year Around / Occasional: Runs throughout the year, but on special dates only (i.e., Valentines Day, Memorial Day, Mother's Day and so on).

Type of Service

A. Ride 'n' Dine: Ride the train to and/or from a destination, where you detrain to eat).

B. Catered Dinner: Meal service for which food is prepared and/or cooked off the train and finished and/or served on-board. In most instances the food is prepared at a trackside facility (station or commissary) and loaded hot. Today's technology enables these meals to be served at the appropriate temperature.

C. Meals Cooked On Board: Full dining car operation.

Note: Most trains charter on demand and, to fill remaining seats, may open seating to the general public. Call anytime to learn what is scheduled.

Every effort has been made to insure the information presented here is complete and accurate. However, with change affecting everything from area codes to freight hauler routes, and from volunteer enthusiasm to weather patterns, there are no doubt some

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errors or oversights. I hope to hear from you if you encounter an error or know of any additional dinner trains not mentioned here. Meanwhile, please contact any train you hope to ride before visiting the site.

Arizona

Yuma; **Yuma Valley Railway;** 8th Street and the Levee; 520/783-3456; 1-A.

Arkansas

Eureka Springs; **Eureka Springs & North Arkansas Railway;** ES&NA Depot; 299 No. Main St.; 501/253-9623; 1-B.

California

Filmore; **Filmore & Western Railway;** In Central Park; 800/773-TRAIN (8724) or 805/524-2546; 3-B.

Fish Camp; **Yosemite Mountain-Sugar Pine Railroad;** 56001 Highway 41; 209/683-7273; 1-A.

Healdsburg; ***The Redwood Adventurer*/ Northwestern Pacific Railroad;** Healdsburg Depot; 800/550-2122; 1-B.

McCloud; ***Shasta Sunset Dinner Train*/McCloud Railway Company;** Main Street; 916/964-2142 or 800/733-2141; 1-B.

Napa; ***Napa Valley Wine Train;*** 1275 McKinstry Street; Information: 707/253-2111, Reservations: 800/522-41429; 3-C.

Connecticut

Essex; ***North Cove Express;*** At Valley Railroad on state route 154; 860/628-0803; 1-C.

Delaware

Lewes; ***Royal Zephyr Dinner Train*/ Queen Anne's Railroad;** 730 King's Highway; 302/644-1720; 1-C.

Wilmington; ***Epicurean Express;*** Wilmington & Western Railroad; Greenbank Park; 302/998-1930; 2-A.

Florida

Altamonte Springs; ***Florida Central Adventure Dinner Train* / Florida Central Railroad;** West Town shopping center at Orange Avenue; 407/889-7005; 3-B.

Fort Myers; **Seminole Gulf Railway;** Fort Myers Depot west of the Metro Mall on Colonial Blvd; 941/275-8487; 3-C.

Indiana

Connersville; **Whitewater Valley Railroad;** Connersville Depot on Grand Avenue; 317/825-2054; 1-A.

Iowa

Waverly; ***Iowa Star Clipper Dinner Train;*** Waverly Depot; 800/525-4773 or 319/352-5467; 3-C.

Kansas

Abilene; **Abilene & Smokey Valley Railroad;** A&SVRR Depot at 477 South Buckeye; 913/263-1077; 1-B.

Kentucky

Bardstown; ***My Old Kentucky Dinner Train;*** Bardstown Depot at 602 North Third Street; 502/348-7300; 3-C.

Big South Fork Scenic Railway; P.O. Box 368; Stearns, Kentucky; 606/376-5330; 800/462-5664; 1-B.

Maine

Unity (Steam) and Belfast (Diesel); **Belfast & Moosehead Lake Railroad;** 1 Depot Square in Unity or Belfast Depot on Front Street; 800/392-5500 or 207/948-5500; 1-B.

Maryland

Ridgely; **Chesapeake Railroad;** downtown; 410/482-2330; 3-C.

Massachusetts

Hyannis; **Cape Cod Railroad;** 252 Main Street; 508/771-3788; 1-C.

Michigan

Blissfield; **Adrian & Blissfield Rail Road;** U.S. 223 and Depot Street; 517/486-5979; 517/486-2141; 3-B.

Walled Lake; ***Michigan Star Clipper;*** Coe Rail Depot at 840 N. Pontiac Trail; 810/960-9440; 3-C.

Traverse City; ***The Grand Traverse Dinner Train;*** 642 Railroad Place; 616/933-3768; 3-C.

Minnesota

Duluth; **North Shore Scenic Railroad;** 506 West Michigan; 800/423-1273 or 218/722-1273; 2-B.

Stillwater; ***Minnesota Zephyr Limited;*** 601 North Main; 800/992-6100 or 612/430-3000; 3-C.

Missouri

Branson; **Branson Scenic Railways;** 206 E. Main Street; 417/334-6110; 1-B.

Jackson; **St. Louis, Iron Mountain & Southern Railway;** intersection of highways 61 and 25; 573/243-1688; 1-B.

Montana

Lewistown; ***Charlie Russell Chew-Choo;*** Lewistown depot; 406/538-2527 or 800/735-7886; 4-B.

Nebraska

Fremont; ***Fremont Dinner Train*/ Fremont & Elkhorn Valley Railroad;** 1835 North Somers Avenue; 800/942-7245 or 402/727-0615; 3-B.

New Hampshire

Lincoln; ***Cafe Lafayette Dinner Train;*** Hobo Junction Station on Railroad Street; 603/745-3500; 1-C.

Meridith; **Winnipesaukee Scenic Railroad;** Mill Street; 603/279-5253 or 603/745-2135; 1-B.

North Conway; **Conway Scenic Railroad;** North Conway Depot on NH Route 16/U.S. Route 302; 603/356-5251; 1-C.

New Mexico

Santa Fe; **Santa Fe Southern;** 410 South Guadalupe Street; 505/989-8600; 1-A and 2-B.

New York

Gowanda; ***Blue Diamond Dinner Train*/New York & Lake Erie Railroad;** 50 Commercial Street; 716/532-5716; 1-B and 4-B.

Owego; **Tioga Scenic Railroad;** 25 Delphine Street; 607/687-6786; 1-C.

Oregon

Hood River; **Mount Hood Railroad;** Mt. Hood Depot; 541/386-3556; 1-A.

Redmond; **Crooked River Railroad Company;** O'Neil Junction, three miles north of Redmond; 541/548-8630; 1-B and 1-A.

Pennsylvania

Bellefonte; **Bellefonte Historical Railroad;**

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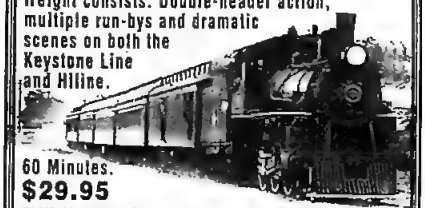

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Gettysburg; **Gettysburg Railroad;** 106 N. Washington St.; 717/334-6932; 2-A.

Lewisburg; ***West Shore Rail Excursions Dinner Train;*** Delta Place Station, Route 15 North; 717/524-4337; 1-B.

Middletown; **Middletown & Hummelstown Railroad;** Race Street Ticket booth; 717/944-4435; 2-B.

New Freedom; ***Liberty Limited/*Northern Central Railway;** 117 N. Front Street; 717/235-4000; 3-C.

New Hope; **New Hope & Ivyland Railroad;** 32 W. Bridge Street; 215/862-2332; 1-B and 1-A.

Titusville; **Oil Creek & Titusville Railroad;** 409 S. Perry Street; 814/676-1733; 2-A.

Stewartstown; **Stewartstown Railroad;** Stewartstown Depot; 717/993-2936; 1-A.

Strasburg Rail Road; Strasburg depot on Pennsylvania Route 741; Strasburg; 717/687-7522 or 717/687-6486; 1-C.

Wellsboro; **Tioga Central Railroad;** Wellsboro Junction; 717/724-0990; 1-C.

Rhode Island

Newport; ***Newport Dinner Train;*** 19 America's Cup Avenue; 800/398-RIBS(7427); 1-C.

South Dakota

Milbank; ***Whetstone Valley Express;*** 401 South Main Street; 800/675-6656; 2-B.

Tennessee

Chattanooga; ***Dixie Land Special;*** **Tennessee Valley Railroad;** 4119 Cromwell Road; 423/894-8028; 4-C.

Nashville; ***Broadway Dinner Train;*** 1st Avenue South and Broadway in Riverfront Park; 800/274-8010 or 615/254-8000; 3-C.

Washington

Chehalis; **Chehalis-Centralia Railroad Assoc.;** Exit 77 off I-5; 360/748-9593; 1-B.

Elbe; ***Cascadian Dinner Train/*Mount Rainier Scenic Railroad;** Along Highway 7; 360/569-2588; 1-C.

Renton; ***Spirit of Washington Dinner Train;*** 625 South 4th Street; 800/876-7245 or 206/227-7245; 3-C.

West Virginia

Cass; **Cass Scenic Railroad;** Cass Depot on Main St.; 304/456-4300; 800/225-5982; 1-A.

Huntington; ***New River Train;*** 7th Avenue and 9th Street; 304/453-1641; 2-C.

Romney; ***Potomac Eagle;*** Route 28, 1½ mile North of Romney; 304/422-6069; 800/22EAGLE (223-2453); 2-B.

Wisconsin

East Troy; **East Troy Electric Railroad Museum;** Church Street; Information: 414/548-3837, Reservations: 414/542-5573; 2-B.

Help: This year's report on neat places to eat while watching trains, entitled *Trackside Eateries* in previous issues, will take a new twist in 1997: Places you can get to by train, enjoy a meal while watching trains, then return to your point of origin by train. Let's call it *Trains to Trackside Eateries.* I have three. Do you know of any? If so, let me hear from you at: 763 Cricklewood Drive, State College, PA 16803.

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CSX AND NS TO CARVE UP CONRAIL At first it was Norfolk Southern whom Conrail courted as a merger partner. That deal didn't work out. A few years later, it was then CSX whom Conrail contacted to do the honors and say: "I do." This time, when the deal didn't work out, the result was much uglier for the boys in Philly than their first failed marriage attempt. The end result, the splitting up of Conrail between NS and CSX, is quite a logical ending. Although executives with all three railroads would probably have preferred to see one of the others squeezed out, the trust-busting trend that Teddy Roosevelt started at the beginning of the Twentieth Century looks to be continuing strongly into the Twenty-First Century. Called "the need for balanced competition" today, it prevented Conrail from merging with CSX and putting rival NS out of the railroad business.

Ironically, at the same time that CSX's John Snow was engaged in merger talks with Conrail's David LeVan, Snow was also meeting secretly with seemingly rival Norfolk Southern's David Goode (rhymes with dude) at what Snow once jokingly called the "betrayal suite in the Tranquility Hotel." It was here that the two decided that pressure from the Surface Transportation Board would not allow either NS or CSX to purchase Conrail without divesting a large proportion of lines to establish competitive routes. LeVan's proposed merger of equals, with the resulting company strengthening its stronghold on the New York market and the entire East Coast, came apart at the seams. Although, in the process, the price of Conrail stock soared from $92.13 per share on October 15, 1996, to $115 per share on March 5, 1997 — a 25% return on investment in only five months. This stock price, while padding the pockets of those who hold it, also locked LeVan into his deal with CSX. For by declaring the merger null and void, he would have invited scores of lawsuits by stockholders as the price of shares plummeted in the wake of reneging on the deal.

As a result, CSX will purchase Conrail for $10.5 billion dollars cash and then, as agreed upon with NS, divest approximately half of the Conrail lines they receive to NS. Tentatively, the lines are to be divided in the following manner (for a graphic description of the new Northeastern rail scene, refer to the color map on the top of page 27): CSX proposes to retain the former New York Central Water Level Route across New York state and west to Cleveland, the Big Four from Cleveland to St. Louis, the former Boston & Albany in New England, and the former NYC from Albany down both sides of the Hudson to New York City. NS will get the former Pennsylvania Railroad from their connection at Ft. Wayne east to Pennsylvania; the Lehigh Valley across New Jersey into the New York ports area and the former Erie Railroad main line from Buffalo across New York's "southern tier" of counties into the Metropolitan area. Other lines will be jointly controlled by both railroads. Many of the numerous lighter density lines in the now former Conrail system stand to be sold off to short line and regional railroads.

Although the new setup seems to open the market to competition, by lowering the rates shippers pay to the railroad, improving service schedules and relaying much of the tractor trailer traffic from Interstates 95, 85 and 81 to intermodal trains, the futures of many Conrail employees are uncertain. Republican Senator Arlen Specter of Pennsylvania has already sent John Snow a letter reminding him that he had promised to relocate the headquarters of the new company in Philadelphia, thus preserving the 2,000 Conrail jobs in that city. Both Snow and Goode have stated that they will welcome Conrail employees into their railroad families and try to preserve jobs. In reality, operating department jobs will not be affected, but management jobs will be lost. LeVan, once looking forward to a pay raise from $500,000 a year to $2.5 million a year, will also be out of a job but will walk away with a nearly $24 million buyout.

The battle that began in October is now over. Not wanting to be left out of the merger mania, Conrail was caught in a downward spiral. Question: Who will UP and BNSF respectively take over?

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Boston's Green Line

This line is among the best known to traction fans in North America as it is one of the few extensions built during the 1950's, a time when most traction systems on this continent were being abandoned. A far-sighted Boston connected what had been a commuter railroad to its existing streetcar subway and created what is today a popular and heavily used line. This line is both the oldest operating subway in North America and a modern light-rail system. Video interest in the underground portions is enhanced by high visibility in the tunnels, and surface views of the major underground stations. This program features a ride on a "Type 7 Surface Rail Car," built by Kinki Sharyo of Japan in the mid 80's. Shot on a busy, sunny weekday afternoon, there is plenty of activity and many bright outdoor scenes, making the line "green" in more ways than one. The program runs about 50 minutes. $30.00 Postpaid.

Max at 7 - Portland's Metropolitan Area eXpress

Resulting from the local desire not to build more freeways and improve air quality, the light-rail line had its birth in September of 1986. We see it here seven years on, fully mature and part of everyday life. Our roundtrip begins in Gresham on former interurban right of way. We join another former right-of-way segment for some center-of-road running before paralleling the rebuilt Banfield Freeway. We enter the downtown core of Portland by way of surface streets through the office, retail and convention area and "Steel Bridge," -a two-level lift span. The cars are unique in North America, built by Bombardier to a BN (Belgium) design developed for Rio. (Since these cars were built, Bombardier has purchased BN, and is becoming a major player in light-rail car construction). As this program contains a round-trip, we then return to Gresham. The entire journey is enhanced by many runby scenes and mostly sunny skies. One hour, ten minutes long. Price $35.00 Postpaid in the U.S. and Canada.

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MORE ISTEA BREWING FOR THE FUTURE Sixty-one members of the House of Representatives have signed a letter endorsing the inclusion of high-speed ground transport development programs in the reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA).

The letter to House Transportation and Infrastructure Committee Chairman Bud Shuster (R-PA) and Ranking Democrat Jim Oberstar (D-MN) called on the Committee to allow innovative financing and State spending flexibility for high-speed ground transportation. It also called upon the Committee to consider a dedicated funding source for intercity rail passenger service and high-speed ground transportation.

High-speed rail programs have been increasingly popular among states in key corridors. Investment in the Washington-Oregon corridor has already totalled over $56 million; Florida has committed to over $3 billion to develop its high-speed rail system, and Michigan, California, Illinois and at least 20 other states outside the Northeast corridor have begun development of high-speed ground transportation systems, including high-speed rail and magnetic levitation transport projects. In the Northeast, the electrification of the corridor to Boston continues, and Amtrak and the federal government have committed to the purchase of new high-speed trainsets.

The road to reauthorization has not been an easy one. The Clinton Administration's proposed spending levels for the National Economic Crossroads Transportation Efficiency Act (NEXTEA), the plan that will effectively set the stage for a renewed, reaffirmed ISTEA later this year, reduces total authorizations for public transit programs by 3 percent, compared to the authorizations in ISTEA. William W. Millar, President of the American Public Transit Association (APTA), stated on March 14, 1997, that the funding levels recommended in the plan for all surface transportation programs do not meet the Administration's own estimates of the minimum level of investment required just to maintain our transit and highway infrastructure, let alone improve it.

ISTEA, the six-year law authorizing federal highway and transit programs, expires September 30, 1997.

GENERAL MOTORS SDL40-2 Relying on one of the industry's most reliable models of all time, GM in London, Ontario, has built five SDL40-2s **(page 66)** for *"Societe Nationale des Transports Ferroviaires de la Mauretania ;"* Mauretania is a country located in northwestern Africa. Construction on the units was begun late in 1996 and is scheduled to be completed sometime during the first quarter of 1997. The prime movers installed in the units are 16-645E3B power plants, rated at 3,000 h.p. with a 62:15 gear ratio. The five units, numbered CC177 through CC121 follow the sequence from a previous order for six units built in 1993 and numbered CC111 through CC116 — PIERRE OZORAK.

BOISE TO BUILD LOCOS Boise Locomotive Company, a subsidiary of MotivePower Industries, Inc., has been awarded a contract for $6 million to build three commuter locomotives and supply various spare parts for the San Joaquin Regional Rail Commission. Production will begin immediately, with delivery scheduled for the third quarter of 1997. In addition, the San Joaquin Rail Commission has an option, exercisable any time during the next twelve months, to purchase an additional six units. The locomotives will be used for a new commuter service, scheduled to begin in early 1998, from Stockton to San Jose, California.

At 3,200 h.p., the units, tagged "F40PHM-2C's," are virtual duplicates of BLC's *Coaster* locomotives, which are currently being used in San Diego commuter service. They are newly constructed locomotives with EMD prime movers and certain rebuilt parts — similar to an EMD trade-in program. These new engines will differ from the *Coaster* ones in that a new microprocessor control system that enhances tractive effort and adhesion will be onboard.

MPI is involved in all aspects of small to mid-range locomotive building, rebuilding maintenance and support.

EXCURSION INSURANCE REFORM IN VIRGINIA On February 18, 1997, a measure to limit the amount of liability insurance, which excursion train operators in Virginia — as well as most other areas — are required to carry, was passed 25 to 14 in the Virginia legislature. This measure was sent to Virginia Governor Allen in early March for his signature, which he is expected to give. Once this measure becomes law, the railroads over which excursion trains will operate will be immune from liability for personal injury or wrongful death arising out of the operation of the train. This protection does not apply if the railroad company commits gross negligence or authorizes train operations which are inconsistent with excursion train requirements. The operators must carry at least $10,000,000 in liability coverage to operate their trains in Virginia under this new law. In addition, they must also publish notice of the railroad company's limitation of liability on the tickets issued and on signs located at all boarding areas.

This new legislation is intended to restore the operation of excursion trains in Virginia, which were halted in 1994 when CSX insisted on $100,000,000 liability policies and Norfolk Southern exited the excursion business altogether.

With the reduction of liability to the railroads now law in Virginia, hopefully other states will pass similar legislation to permit the operation of main line excursion trains again. If you would like to track the progress of this bill you can obtain information on its current status via the Internet at: http://legl.state.va.us/ and then type: HB2305 — ALEX MAYES.

***MARLBORO UNLIMITED* UPDATE** Philip Morris, after cancelling its contract with Rader Railcar of Denver, Colo., the firm that was hired to construct PM's 18-car luxury train, is setting its sights on a New York state company to complete the job.

Transportation & Transit Associates (TTA) of Hornell, N.Y., is looking like the front-runner to take on the task. After Rader was released, resulting in the instantaneous loss of nearly 250 jobs in the Denver area, Philip Morris declined to comment on what outfit would pick up the slack on the deal, which grew to $90 million from $50 million under Rader.

TTA, which is a small minority-owned company, does most of its business as a rail subcontractor for Morrison Knudsen, which is based out of Boise, Idaho. Also based in Hornell is Amerail, which proclaims to have the only suitable facilities in that town equipped for the design and manufacture of new rail cars and for remanufacturing rail cars. Amerail has not yet heard from Philip Morris concerning any possible contracts.

CSX RICHMOND CONNECTION OPENED In early February, 1997, CSX opened a new connection track **(page 25)** in downtown Richmond, Virginia. The track connects the former Chesapeake & Ohio Piedmont Subdivision and the former Seaboard Air Line main line at Brown Street Yard. It is adjacent to the existing "Amtrak Connection," which links the same lines but was oriented for traffic in the opposite direction. This new connection will be used principally by empty hopper and grain trains running westbound toward Clifton Forge, Va., through Charlottesville.

The point at which the two connection tracks join the Piedmont Sub is now called "AM Junction," previously having been called "Amtrak Connection". Signals and power switches were expected to be operational about the end of February, but in until then a switch tender was stationed there 24-hours a day to align the switches. DTC is used to govern the track.

CSX has frequently used the Piedmont and Mountain subs for westbound empty trains in the last year or so. For most trains this presented no problem, but empties returning from the Wheelwright power plant near Hopewell via the old SAL couldn't access the Piedmont until they reached Doswell, about 20 miles north of Richmond. The same condition affected empty grain trains returning from Portsmouth, Virginia. These movements involved running over the former Richmond, Fredericksburg & Potomac between Richmond and Doswell through busy Acca Yard. In addition, most empty trains used power not equipped with RF&P cab signals under a specific exemption. Making matters worse, there were frequent delays getting trains off of the RF&P and onto the Piedmont Sub at Doswell which fouled hot north-south traffic. With the new connection in place, empty Wheelwrights and grain trains off of the SAL can proceed directly to Charlottesville without getting on the RF&P anywhere — KURT REISWEBER

KURT R. REISWEBER

CSX's NEW AM JUNCTION in Richmond, Va., is now operational. An empty Wheelright hopper train headed for West Virginia (facing away) waits on the new connection track while dual SD40-2 pushers on a loaded grain train bound for Portsmouth, Va., pass AM Junction on the Piedmont subdivision on February 23, 1997. See **page 24**.

WISCONSIN CENTRAL / SP TACONITE TRAINS to Geneva, Utah, have begun to move over UP's ex-C&NW main since the end of January 1997. UP train OPRGV1-01 **(right)** passed the Rochelle, Ill., depot behind C&NW C40-8 8569 on February 1, 1997, with 110 ore cars. These trains run south on the WC, are interchanged to the Elgin, Joliet & Eastern at Leithon, Ill., and run to West Chicago, where they enter onto the UP's ex-C&NW main for the journey west. Interestingly, the Rochelle depot, a C&NW structure, now bears a UP herald.

LANCE A. WALES

BNSF IS DOUBLE-TRACKING a total of 40.6 miles of its ex-NP main line in eastern Washington and north Idaho. The first segment to be finished was over the summit of Providence Hill between Sand and Beatrice, Washington, where train 123 **(below)** was seen reaching the summit of the 0.6% climb on February 20, 1997, running alongside the newly-laid second main line track.

BRUCE KELLY

MOTIVE POWER CHANGES ON THE ILLINOIS & MIDLAND New power has arrived in Springfield, Ill., on the I&M in the form of SW1500s 40 and 41 (**page 64**), former Southern Pacific units 2559 and 2556, respectively. The 1500s replace the C&IM's smaller SW1200s, all five of which (18, 20, 21, 22, 23) were sold to the David J. Johnson Company (DJRX), based in Cincinnati, Ohio. (A sixth SW1200, 19, was sold many years ago due to the lack of m.u. capabilities.) DJRX is a leasing unit of the Decatur Junction Railroad, which is part of Pioneer Railcorp. The five units were sold to DJRX for $75,000 each plus brokers fees, will be relettered DJRX, and will be leased out to other railroads. All of the SW1500s have full railings, Flexicoil trucks and 1100-gallon fuel tanks and are m.u. equipped — JAMES DUBOSE.

SEPTA'S MARKET EL CARS SEPTA's new Market Frankford line cars have arrived more than a year late under contract from ADtranz. These are the first new El cars to arrive in Philadelphia in nearly 40 years. On January 28, 1997, in Upper Darby, Pennsylvania, SEPTA had a ceremony to mark its receiving of the first two new El cars of a 220-car order.

These new cars feature bright interiors with fabric-covered seats and air conditioning. The El seats 49 with about 55 additional standees and two designated wheelchair areas per car. It also has an audio and text station-stop announcements and illuminated front destination signs. It will feature a closed-circuit television door surveillance system for additional safety.

The El cars are powered with a.c. traction motors; dynamic and friction brakes take care of slowing things down. With a maximum operating speed of 55 m.p.h, maintaining the schedule should not be a problem. Carbody construction is all stainless steel. The base price per car is $1.29 million — WILLIAM MONAGHAN.

OPERATION LIFESAVER CELEBRATES ITS 25TH From its beginnings in Idaho in 1972, at the behest of Idaho's then-governor Cecil Andrus, who had the support of Idaho law enforcement officers and Union Pacific public relations representative Ed Schafer, to its core of 20,000 dedicated individuals that help to spread OL's message today, Operation Lifesaver has grown by leaps and bounds during its first 25 years in existence. During 1972, an astonishing 39% reduction in the fatality rate was achieved by increasing public awareness of the dangers of trespassing on railroad property and trying to beat trains to railroad crossings. From a projected high of 1,625 train-inflicted crossing deaths in 1968, a greater than 50% reduction had been achieved with 623 such incidences recorded in 1981. During 1991, a total of 5,350 grade crossing collisions resulting in 2,053 injuries and 602 deaths occurred in the U.S. This was down from 5,692 incidents resulting in 2,355 injuries and 685 deaths in 1990. Although the sharp improvement was undoubtedly attributed to a number of factors including the recessionary economy of the time, it is part of a trend that has been ongoing since the federally-backed Operation Lifesaver program shifted into high gear. Furthermore, deaths due to trespassing in 1995 dropped to 498 from 533 in 1994; at least one-third of all trespasser deaths are alcohol-related.

Using the train as a means to end one's life appears to be gaining in popularity. Those contemplating this action are using the train in greater and greater numbers. Perhaps they view a speeding train as a convenient way to end their lives, or maybe it's the ones harboring the suicidal notions who try to justify their acts, knowing it's not they who are committing the act, but in fact, the locomotive engineer who has little or no control over the impending situation. In any event, the outcome can have a traumatic effect on crews and can leave emotional scars that usually remain with locomotive personnel for the rest of their lives.

In bringing about the end of the senseless deaths is Operation Lifesaver. The program has been faced with many obstacles throughout its existence, which it has faced head-on. This is the reason for the organization's unprecedented success. If OL is to achieve the kind of unparalleled success that has occurred throughout its first 25 years, it will need the continued support of the numerous agencies, both public and private organizations and individuals that have been such an important part of the program since the beginning.

With its main goal being the total elimination of highway-rail grade crossing collisions yet to be accomplished, there still is much to be done. This includes the elimination of 25% of our nation's highway-rail intersections by the year 2000. With the advent of more trespasser casualties since the 1970s, the program that was established to eliminate grade crossing crashes alone has begun the task of reducing the number of trespasser incidents along the nation's rail lines. If Operation Lifesaver is as successful in reducing trespasser casualties along rail lines as it has been in reducing highway-rail grade crossing collisions, then the next 25 years promise to be fruitful ones — ALAN KANDEL, VICE CHAIR, CENTRAL CALIFORNIA OL

CN RESPONDS TO BREAK-UP OF CONRAIL On March 13, 1997, a senior Canadian railway executive said that New York state would be significantly disadvantaged if the break-up of Conrail moves forward in the form now being predicted

Gerald Davies, senior vice-president, marketing, with Canadian National Railway Company (CN) and a former official with the United States Railway Association, the U.S. government agency that created Conrail, said that rail competition in New York state is denied from the north and seriously limited from the west by the dismemberment of Conrail as planned by Norfolk Southern and CSX.

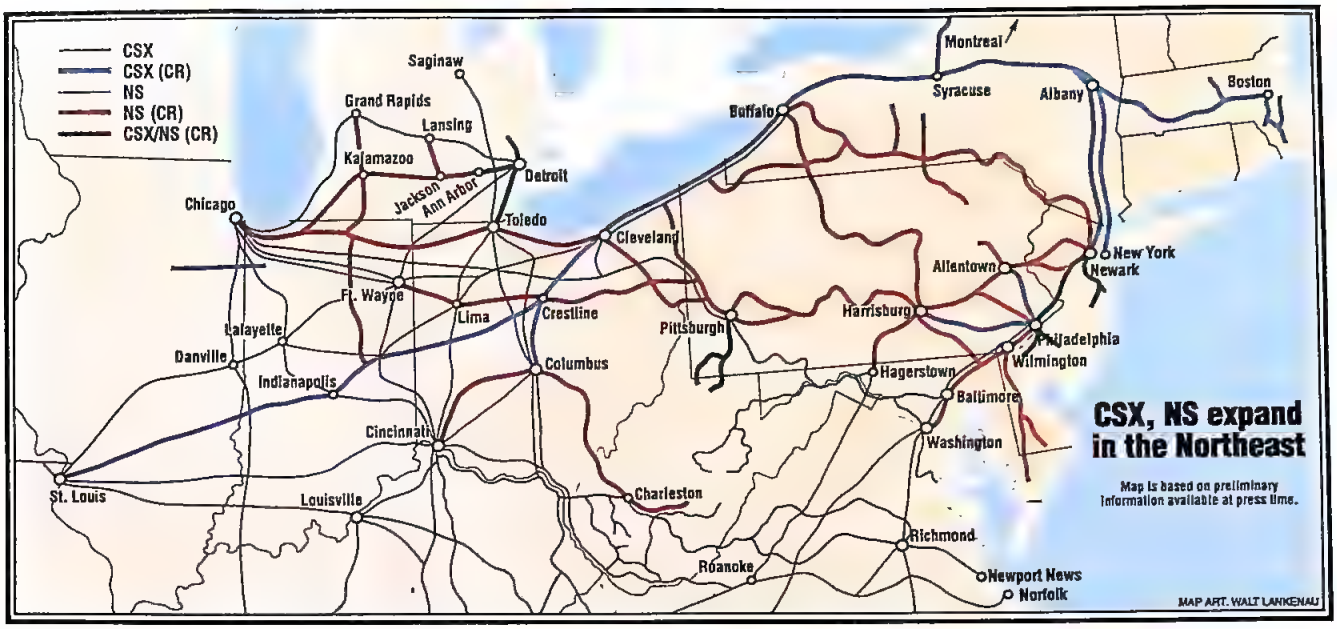
Davies and Michael Sabia, senior vice-president and chief financial officer of CN, presented a brief to the New York Department of Transportation at a hearing NYDOT called to discuss the break-up of Conrail. One of the topics discussed was the outdated assumption that the state's economy could not support Class I rail competition. Sabia told the hearing that the lack of competitive access for railroads operating on New York's western and northern borders mirrors the extraordinary market dominance which Conrail still currently enjoys, and that it threatens the future viability of key New York rail lines. Sabia warned that Norfolk Southern and CSX, being southern-based railroads, have an incentive to exploit long-haul opportunities by sourcing traffic from the southeastern United States, thus limiting choice for shippers and receivers in New York. CN is concerned that newsprint produced in Quebec for markets in New York, Pennsylvania and New Jersey, for example, would likely be replaced by products from southeastern sources. The added possibility that plastics and petrochemicals from Ontario and Alberta would give way to producers from the Gulf of Mexico exists.

Short lines are also vulnerable in the restructuring of the Northeast's rail lines. For several years Conrail's absolute market dominance in the northeastern United States has made it difficult for short line railroads to perform. Their ability to develop and create transportation alternatives has been compromised by restricted access to industry, and by the denial of direct and efficient connections with Class I carriers. Without expanded access to industry and to friendly connections with Class I railroads, the future of short line railroads in the state of New York is placed very much in doubt.

Sabia said CN was prepared financially and operationally to participate "through ownership, co-ownership, access arrangements, or other mechanisms in establishing and maintaining a high quality rail system capable of providing competition for New York from the north and the west."

CN is proposing, the establishment of a "New York Network" based on three components: a network of existing routes, the substantial broadening of access for competing railroads at the all-important Buffalo gateway and effective alliances with short line railroads. This plan would also include establishing a future for the Massena Line, which links Syracuse with Montreal, generating the traffic necessary to ensure the financial viability of the Southern Tier route, and enhancing the interchange options for short line and regional railroads at all NS and CSX intersections.

Canadian National is Canada's largest and North America's sixth largest freight railroad, based on 1996 revenues of $4.2 billion — $2 billion of which was generated from operations in the eastern part of North America. It serves all of Canada, including the key ports of Vancouver, Montreal and Halifax, as well as Chicago and Detroit. In 1996, CN handled 100,000 carloads of traffic via the Buffalo and Massena gateways, which is almost two-thirds of all rail traffic crossing New York's northern border.



CSX AND NS TO CARVE UP CONRAIL The map above shows what is tentatively in store for Consolidated Rail's track map. See RAILNEWS.

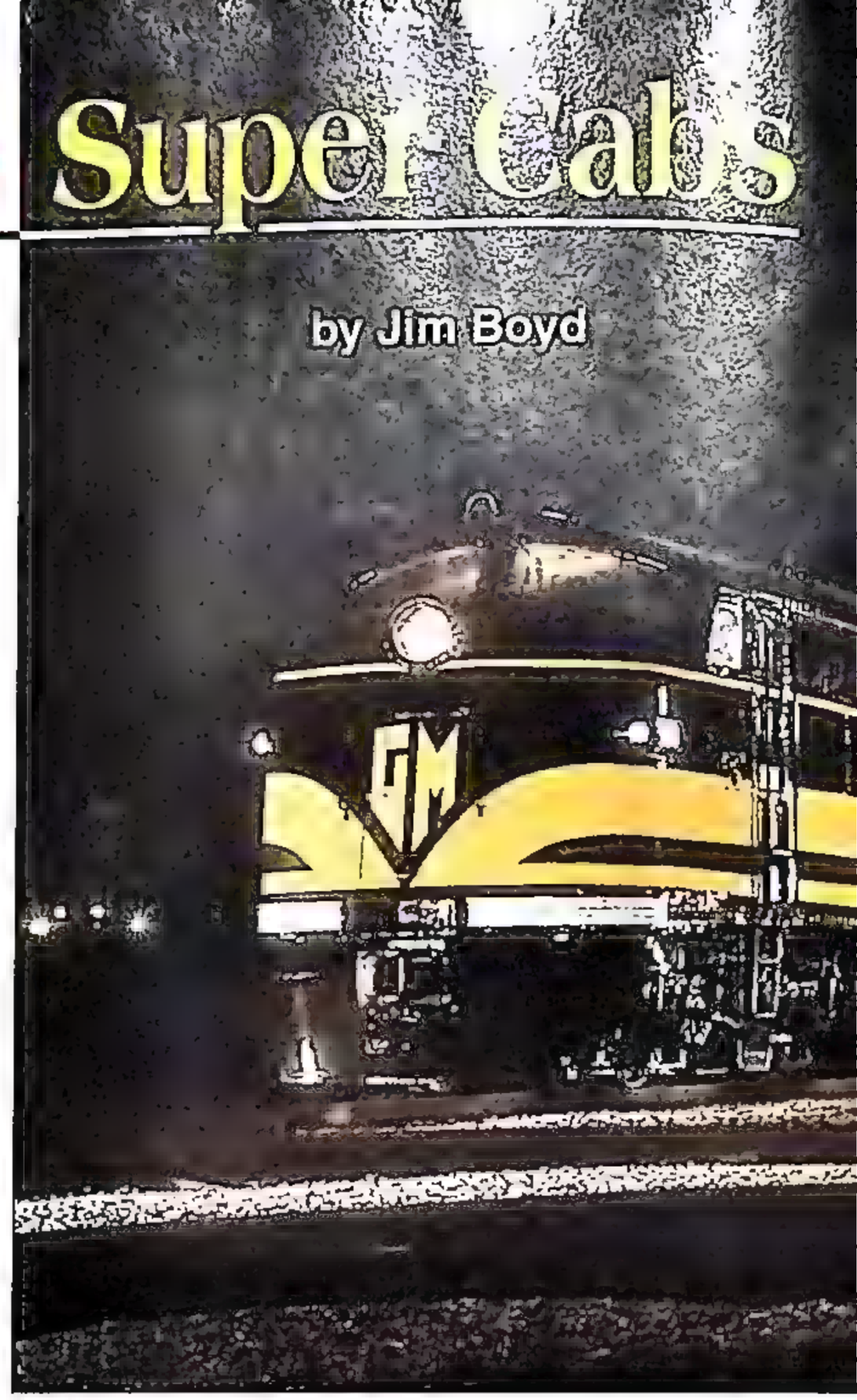
GETTYSBURG RAILROAD's NEW F7 810 was being prepared at Huron & Eastern's Vassar, Mich., shop on February 25, 1997. The former Milwaukee Road 81C will power excursion trains along with sister GRR F7 81A (former Milw 81A).

CONRAIL HOPPER TRAINS from the former Monongahela Railway (**below**) continue to serve the Keystone Generating Station at Shelocta, Pa., as a result of Genesee & Wyoming's decision not to retain that part of the Buffalo, Rochester & Pittsburgh when they purchased it from CSX.

KODACHROMES BELOW: BILL CLYNES / BOTTOM: KURT REISWEBER

Sorting out those Super Cabs

by Jim Boyd



IT IS MID-SEPTEMBER 1989. The Electro-Motive Division of General Motors is celebrating the 50th anniversary of its legendary FT freight diesel, and beneath the night sky behind the plant at La Grange, Illinois, the restored FT 103 is posed beside the world's largest diesel locomotive (the 6600-h.p. DDA40X, eight-motor Union Pacific "Centennial") and brand new Union Pacific SD60M 6200. At 3800 h.p., the SD60M is a solid competitor in a technology race that is comfortable at the 4000-horsepower plateau with tried-and-true direct current traction motors.

All three locomotives share a common basic design. The FT introduced the two-cycle 16-cylinder 567 diesel engine to road freight service in 1939 at 1350 h.p., and the Centennial carried it to its maximum total locomotive output 30 years later with two turbocharged 3300-h.p. 645 V-16s feeding eight d.c. traction motors for a whopping 6600-horsepower package. The SD60M upped the output of the single two-cycle V-16 to 3800 h.p. — albeit bored and stroked from 567 cubic inch displacement in the FT to 710 cubes and boosted with a turbocharger. But all three are "cab" units designed for high speed freight service, and all three apply power to the rails with direct current traction motors that are still for all practical purposes interchangeable.

Back in 1939, the competition from Lima, Baldwin and Alco was defined in terms of wheel arrangement, boiler pressure and tractive effort, while in 1989 an energized General Electric is kicking EMD's corporate butt with production units already at the 4000-h.p. level and an aggressive sales and finance force that is making a shambles of EMD's market dominance. General Electric and its rugged FDL-16 four-cycle diesel engine have come of age with technology and reliability equal to that of EMD's.

EMD had been marketing a 3600-h.p. six-motor unit since 1966 in the form of the SD45, with the revolutionary 20-cylinder 645 engine, and at least one railroad — the Southern Pacific — had based its entire motive power fleet on it. But the high horsepower unit was both maintenance intensive and fuel hungry. In the early 1970s railroads decided that what they really wanted was a "maintenance free" locomotive, and EMD had come close to perfection with the solidly reliable SD40-2 at 3000 horsepower. And while GE in that era could not match EMD's reliability, it took quick advantage of the energy crisis and upped the horsepower level to 3300 and then 3600 while tightening fuel efficiency.

In its new SD50 of 1980, EMD tweaked its 16-cylinder 645 engine to 3500 h.p., but the horsepower boost had pushed the 645 to its practical limit. Reliability dropped and maintenance costs soared with the SD50 and four-motor companion GP50. Recognizing its advantage, GE upped the ante again to 3900 and 4000 horsepower, knowing it was out of EMD's reach with the 645.

But EMD had too much at stake to give up. It had been experimenting with its own "secret" four-stroke cycle diesel engine but wasn't ready to put it into production or even publicly acknowledge its existence. Instead, to counter the immediate threat from GE, EMD lengthened the stroke on the 645 by one inch to produce the new 710 engine (the numbers referring to cubic inch displacement per cylinder), that had some "growing room" built into it. It was the same basic machine as the 567 of 1939, but with a bigger bore and longer stroke and a turbocharger.

PHOTOGRAPHY: JIM BOYD, EXCEPT AS NOTED

Part One: General Motors Locomotive Group

KODACHROME JIM BOYD / LIGHTING PRESTON COOK, MIKE DEL VECCHIO, GLEN MONHART, BILL GARDNER and JACK WHEELIHAN

Thus came the SD60 of 1984, which combined the new 710G engine with complete microprocessor controls for locomotive systems management and maximum fuel economy. At 3800 h.p., the unit was a winner for both efficiency and reliability, while spotting GE a couple hundred horsepower in the trade-off. The SD60 and its four-motor cousin, the GP60, were both immediate successes with a production total of 1146 units ultimately going to BN, C&NW, CN, Conrail, CSX, KCS, NS, Soo and UP. At the same time, GE was racking up even stronger sales with its Dash-8 series. But even though it was playing catch-up, EMD was back in the ball game.

Saga of the Super Cab

Along with the SD60 came the general acceptance of the "super cab" concept

THE LOCOMOTIVE that started it all, the 1939-built FT 103, was on display (**above**) at the EMD plant in La Grange on September 14, 1989, in the company of Union Pacific DDA40X "Centennial" 6936 and brand new SD60M 6200. The DDA40X was EMD's first "super cab" on a narrow-hood unit. At La Grange earlier that day (**below**) was Canadian National SD60F 5535 with the Canadian Safety Cab and full-width cowl carbody and "Draper taper" inset behind the cab door. Chicago & North Western SD50 7020 was eastbound at Dixon, Illinois, in August 1996 along with a GE Dash 8-40C. The SD50, at 3500 h.p., pushed the 16-645 engine almost beyond its practical limit.

KODACHROME LON COONE

THE FIRST FOUR SD60S were EMD demonstrators 1-4, outshopped in mid-1984 in the electric blue and white EMD livery. The first production SD60s followed a year later for Norfolk Southern. The third batch of SD60s were EMD demonstrators 8300-8302, built in October 1985 and painted and lettered for Burlington Northern. They were on a two-year lease to BN and were used primarily in Powder River Basin coal service. In June 1987, the 8300 (**above**) had a southbound coal train on the "Joint Line" near Castle Rock, Colorado. The success of the 8300s prompted BN to enter the 100-unit EMD "Oakway" lease and maintenance deal; new blue and white Oakway SD60s are here trailing the 8300. Following their two-year contract with BN, the three demonstrators entered EMD's general lease fleet. The repainted 8302 (**left**) was at Kansas City, Missouri, on March 5, 1995.

on six-motor locomotives. This design, with a full-width nose and a narrow-hood carbody, had been introduced in Canada as the "Canadian Comfort Cab" or "North American Safety Cab" in 1973, although the idea of the wide-nose cab actually dated to the "cowl carbody" FP45 of 1967 on a full-width carbody and the UP Centennial of 1969 with the narrow long hood.

While early super cabs had conventional control stands, some included desk space for the conductor, who was displaced from his now-eliminated caboose. The Canadian cab incorporated a conductor's "office" along with the enhanced safety of more substantial internal collision posts and a more crash-resistant nose door. The modern super cabs incorporate a drastically redesigned engineer's "desktop" control layout and monitors for various onboard computer functions.

While the Centennial was the first true EMD super cab, the concept was made a standard option with the SD60. Three railroads (Conrail, Union Pacific and Soo Line) bought both conventional cab SD60s and the super cab SD60M's (the "M" for "Modified" nose). While Burlington Northern colors were applied to EMD's first three SD60 demonstrators (8300-8302), the railroad itself bought only SD60M's — although these were in two versions, the earlier three-piece windshield (9200-9249) and later two-piece windshield (9250-9299). The two-piece windshield introduced in 1991 returned to the five-sided pattern that had been previously used on the FP45 and DDA40X. Union Pacific also had both window versions (three-piece 6100-6268 and two-piece 6269-6365).

It was during SD60 production in 1993 that EMD introduced its "WhisperCab™." To improve the crew's interior environment by reducing noise and vibration, the wide nose cab is built as a modular unit that is mounted to the locomotive frame on donut-like rubber cushions. This also protects the units' new "Integrated Cab Electronics" computer system from vibration. Conrail SD60M 5544 was the prototype, and it was followed by 80 production "SD60I" units (5575-5654) in 1994-'95. The Conrail SD60I's were unique in that 45 of them were assembled in the railroad's Altoona Shop in Pennsylvania from components built in General Motors plants in London, Ontario, and La Grange, Illinois.

In subsequent locomotive production, the "I" designation for WhisperCab™ locomotives has been applied in a somewhat inconsistent manner, and not all locomotives so equipped are identified by

THE SOO LINE bought 58 SD60s and then became one of only three railroads (with UP and Conrail) to also purchase the new super cab "SD60M's." Soo SD60s (**top**) were in the former-Milwaukee Road engine terminal at Bensenville, Ill., in September 1989. SD60M 6059 (**above**) showed off its new candy red livery at the Steamtown Photographer's Weekend in Scranton, Pa., in September 1992. The early SD60M's, like Soo 6059 and BN 9219 (**below left**, at West Caballo Junction, Wyo., on September 9, 1991) had three-piece windshields. In 1991 EMD returned to the five-sided twin windshields used on the FP45 and DDA40X, as shown on BN 9287 (**below right**) on Crawford Hill on September 11, 1991.

TWO KODACHROMES STEVE PATTERSON

model as such (the SD80MAC and SD90MAC have the WhisperCab as standard equipment).

The HTCR radial truck

During the 1989 La Grange open house there was on display near the main exhibit entrance a new three-axle truck — it appeared so innocuous that it was almost universally overlooked by the throngs of civilians and railfans swarming in to see the gleaming FT set and the colorful historic and modern diesels lined up behind it. This was EMD's new high-traction "steerable" truck that allowed its axles to shift within the frame to adapt to the radial lines of any curve, permitting each wheelset to ride squarely on the rail, reducing flange wear and delivering the maximum possible traction from wheel to rail. Although the truck was designed primarily for use with a.c. traction motors, it worked very well with d.c. motors and was applied to many locomotive orders with them. The first unit equipped with the HTCR truck was SD60 demonstrator EMD-3 in late 1991. The initial test results were very encouraging, as the new truck performed up to every expectation.

The a.c. alternative

While EMD was busy producing its 1146 60-series units between 1984 and 1995, it was well aware that the future of the heavy haul locomotive would be in alternating current traction motors. While much simpler and more rugged than d.c. motors, the a.c. motors are extremely difficult to control in a variable speed railroad environment — an a.c. motor wants to synchronize its rotation with the wave form of the current that is feeding it. It wasn't until the 1970s that solid state technology permitted equipment that could create a "fake" wave form to give effective variable speed control to a.c. traction motors. Such systems were well advanced in Europe, but they were generally limited to high speed passenger or rather lightweight freight service. EMD surveyed the existing technology and selected Siemens of Germany as its technology partner in developing an a.c. transmission system capable of working in the rugged U.S. rail environment. General Electric would rely on its own considerable expertise toward the same end.

The a.c. system seems a bit complex at first glance, since the diesel engine swings an alternator to produce a.c. current, which is immediately converted through solid state bridge rectifiers into d.c. current like a conventional modern unit. The smooth d.c. current is then fed into an invertor, or "chopper," which creates an artificial a.c. wave pattern that can be controlled and fed to the traction motors in response to constantly changing speed and load requirements.

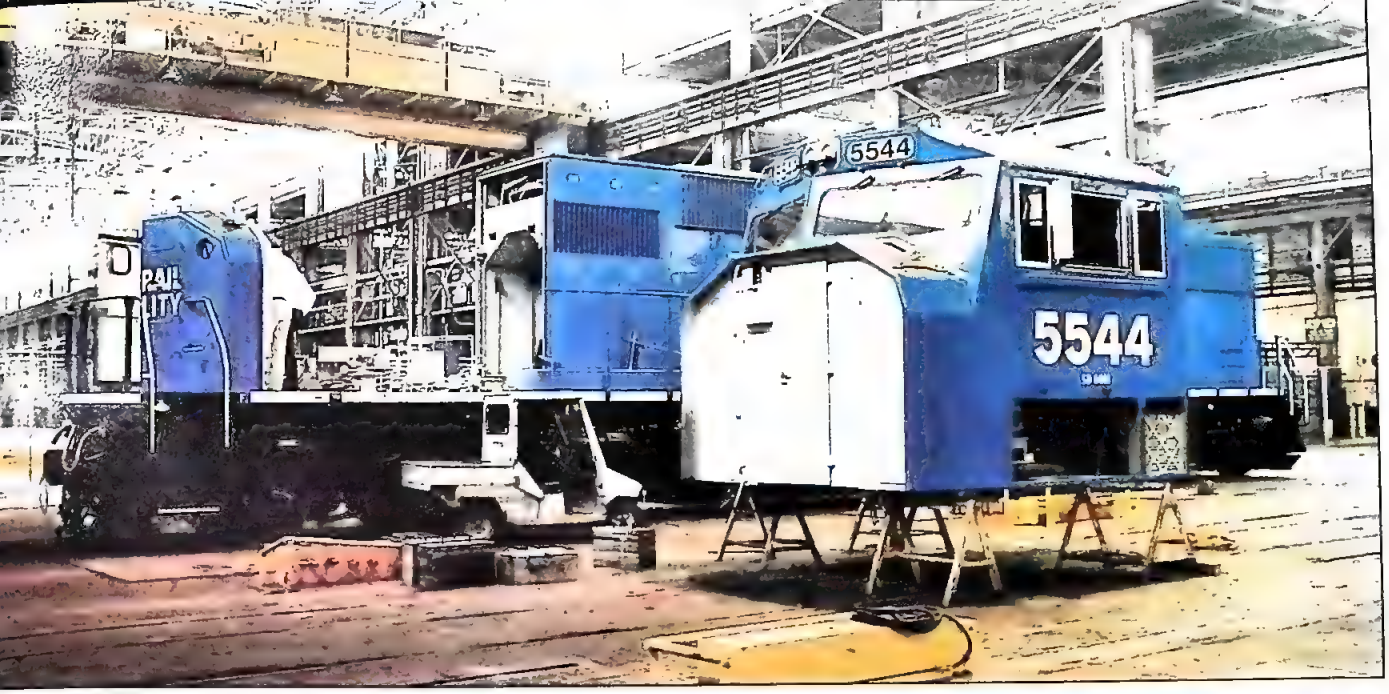
EMD and rival General Electric were in a neck-and-neck race to develop a heavy duty a.c. system, and they took significantly different approaches to the basic technology application. EMD went with the proven Siemens system of having one invertor per truck, while GE opted for one invertor per motor. EMD's logic was fewer parts, while GE's philosophy was that the loss of one invertor would have less effect on overall performance on the road — losing one motor instead of three. EMD also went for a Freon gas cooling system for the heat-sensitive inverters, while GE preferred fail-safe air cooling.

The a.c. motors have no brushes, commutators or slip rings; they use induction to excite the rotating fields. Thus they are "hard wired" and do not overheat if stalled under load — an engineer can hold a stopped train on a grade using only the throttle and traction motors, a situation that would destroy d.c. motors in a matter of minutes! The sheer power potential of the a.c. transmission systems had the potential for opening up the horsepower race to an entirely new level, far beyond the 4000-h.p. plateau of the d.c.-motored GE units or the 3800-h.p. SD60s.

The SD60MAC's

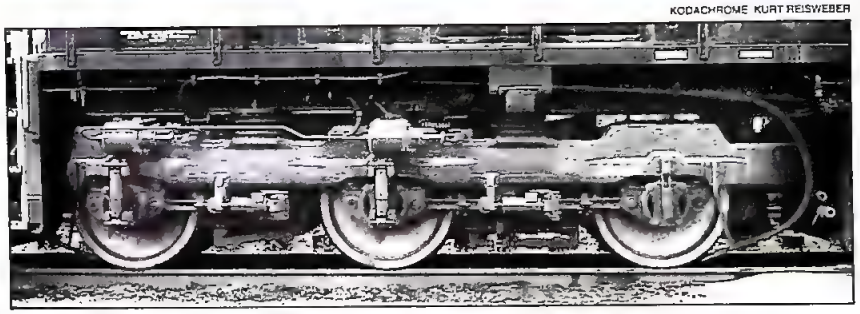
It was time to put a.c. traction to work. Following application in a test-bed unit in La Grange, EMD's new a.c. technology was put on the road in a pair of Amtrak passenger F69PH-AC's in mid-1989. The first "heavy haul" use of the EMD/Siemens system was in a pair of SD60MAC demonstrators, completed in June 1991. The 9500-9501, lettered for Burlington Northern in a one-of-a-kind paint scheme, rode on the new HTCR radial truck, which had been introduced in November 1990 under SD60 demonstrator EMD-3. Two more SD60MAC's followed shortly thereafter, and the quartet was put to work on the BN's Powder River Basin coal service, where they definitely impressed the host railroad.

While engineering debates will go on for years about the pros and cons of the EMD Freon-cooled two-inverter system versus GE's six-inverter air cooled system, there is no doubt that the 9500-9503



COLOR PHOTO EMD

KODACHROME KURT REISWEBER



set was one of the most successful demonstrators of all time, for based on their performance, BN placed the largest locomotive order in history for 350 SD70MAC's (9400-9749) — which are still in production to this day for BNSF with the order increased by 89 more units (see the RAILNEWS photo of the 9781 on page 66)!

And then along came MK

The horsepower race would probably have taken a hiatus at 4000 horsepower while both EMD and GE went about methodically developing their respective a.c technologies, except for one unexpected factor: Morrison Knudsen. While EMD and GE were both struggling to get

THE HTCR STEERABLE TRUCK, shown here on NS SD70 2505 at Plunkett, W.Va., on May 17, 1993, allows its wheelsets to steer themselves into a curve, with the axles lining up on the curve's radial lines, permitting each wheelset to track squarely on the rail, delivering the maximum possible traction. This very successful design was introduced in 1989 and applied to the four SD60MAC demonstrators, three of which were on the BN at Denver (**below**) on August 25, 1992. The first isolated "WhisperCab™" was applied to Conrail SD60M 5544 (**top**) in October 1993. The 5654, shown (**opposite**) at Conemaugh Yard in Johnstown, Pa., in June 1996, was the last of 45 SD60I's built at Conrail's Altoona Shop.

KODACHROME: STEVE PATTERSON

KODACHROME, KURT REISWEBER

their traditional prime movers working smoothly at the 4000 h.p. level, there was already one diesel engine on the market that could put them both to shame: the Caterpillar 3612. With a per-cylinder displacement of 1127 cubic inches, the mighty Cat was easily capable of 5000 horsepower using only twelve cylinders, and it could fit within both the size and weight limits for the carbody of a six-axle locomotive.

Caterpillar had floated offers to both EMD and GE for use of the 3612, but neither builder was about to relinquish "control" of its prime mover to an outside vendor — even one with the reputation of Caterpillar! But Morrison Knudsen of Boise, Idaho, with extensive experience in locomotive rebuilding, was looking to get into the new locomotive marketplace and saw the Cat 3612 as its opportunity. To support its locomotive project, MK began lining up or buying suppliers for electrical and control gear.

In 1993 MK fired the starter's pistol for today's horsepower race when it announced its MK5000C, a 5000-h.p., d.c. traction motor road freight locomotive that would leave both EMD and GE scrambling at 4000 h.p. to catch up.

KODACHROME, PRESTON COOK

KODACHROME, PRESTON COOK

STALWARTLY RESISTING SUPER CABS, Norfolk Southern bought 57 SD70s in 1973 with Spartan cabs, but unlike its SD60s, which were set up long hood forward, the SD70s designated the short hood as front. These SD70s are unique in having no battery box ahead of the cab on the right side. The 2509 and 2502 were at Oceana, W.Va., **(opposite top)** in January 1994. Southern Pacific SD70M 9801 was leading a set around Tehachapi Loop **(above)** in August 1994. The highest output from a production 16-710 engine is 4300 h.p. in the SD75M's like Santa Fe 207 **(opposite bottom)** on Tehachapi Loop in February 1996.

While MK's 5000-h.p. d.c locomotive was an impressive performer, there was no denying that it would require an a.c. traction system to be truly competitive over the long haul — and EMD and GE were already well along that path while MK would have to start from scratch. Like the Colt .45 revolver in the Old West, the a.c. traction motor would be the "great equalizer" of the 4000-h.p. frontier. But neither EMD nor GE were quite ready for the "high noon" showdown yet.

The 70 Series

With the radial truck ready to roll and an a.c. test bed SD60MAC set in the field, EMD was ready to step in squarely at the 4000-h.p. level in 1992 with its 70-series locomotives. Based on the 16-cylinder 710G engine introduced at 3800 h.p. in the SD60, the 70 series tweaked the horsepower up to 4000 with the 710G3B engine enhanced by electronic fuel injection and managed by the improved EM2000 computer. While the series demonstrators were SD70M super cabs, the first production units were "road switcher" SD70s with conventional cabs for Norfolk Southern.

Realizing the potential of the a.c. freight locomotive, based on the SD60MAC's performance, Burlington Northern took its bold step in early 1993 by placing an order for 350 SD70MAC's — the first a.c. fleet in the country. The BN was looking for power and economy in locomotives for Powder River Basin coal train service, and by placing such a large order, it could monopolize EMD's production schedule of a.c. units for the next two or three years, giving it a solid competitive advantage over rival Union Pacific in the same service. With the BN order, EMD took a giant leap into the lead in the a.c. traction race, even though GE had an advantage in the pure horsepower competition with a bump to 4400 h.p.

he first production a.c. locomotive in America, BN SD70MAC 9401, was rolled out in November 1993, with the rest of the initial 75-unit run (9400-9474) following over the next few months. The BN even created a completely new dark green and cream paint scheme for the SD70MAC's.

The race is on!

In 1994 all hell broke loose. General Electric fielded its first AC4400CW a.c. demonstrator in February, and by mid-year the first Morrison Knudsen 5000 h.p. units were doing road tests. Both EMD and GE were already talking about completely new diesel engines and 6000-h.p. locomotives.

As they were coming down the back stretch, EMD was getting orders for more conventional SD70s from Norfolk Southern and super cab d.c. SD70M's for Southern Pacific (9800-9824). Reaching

EMD SD50s through SD90MAC's

Model	Built	H.P.	Engine	T.M.	Roster
SD50	1983-'86	3500	16-645F3B	D.C.	CNW 7000-7034; CR 6700-6834; CSX 8500-8643; DRGW 5501-5517; NS 6506-6525; UP/MP 5000-5059
SD50F	1985-'86	3500	16-645F3B	D.C.	CN 5400-5439
SD60	1984-'95	3800	16-710G	D.C.	C&NW 8001-8055; CR 6845-6869; CSX 8700-8709; EMD 1-4; KCS 714-759; NS 6550-6700; Oakway 9000-9099; Soo 6000-6057; UP 6000-6084
SD60M	1988-'92	3800	16-710G	D.C.	BN 9200-9298; CR 5500-5543, 5545-5574; Soo 6058-6062; UP 6085-6365
SD60F	1985, '89	3800	16-710G	D.C.	CN 5500-5563; EMD 9900-9903
SD60I	1993-'95	3800	16-710G	D.C.	CR 5544, 5575-5654
SD60MAC	1991-'92	3800	16-710G	A.C.	EMD/BN 9900-9903
SD70	1993-	4000	16-710G3B	D.C.	IC 1000-1019; NS 2500-2556
SD70M	1992-	4000	16-710G3B	D.C.	EMD 7000-7027; NYS&W 4050, 2, 4; SP 9800-9824
SD70I	1995	4000	16-710G3B	D.C.	CN 5600-5625
SD70MAC	1993-	4000	16-710G3B	A.C.	BN 9400-9716; BNSF 9717-9837
SD75M	1995-	4300	16-710G3C	D.C.	ATSF 200-250; BNSF 8251-8275
SD75I	1996-	4300	16-710G3C	D.C.	CN 5626-5730
SD80MAC	1995	5000	20-710G3B	A.C.	CR 4100-4127
SD90MAC(U)	1995-'97	4300	16-710G3C	A.C.	UP 8000-8159
SD90MAC	1996-	6000	16V265H	A.C.	UP 8160 (8200), 8201

for the 4400-h.p. level delivered by GE's new Dash-9 d.c. series, EMD tweaked up the 710 again to 4300 h.p. with the 710G3C and announced the "SD75" in either the SD75M super cab or SD75I WhisperCab™. The Santa Fe was the first taker with an order for 51 SD75M's (200-250) in warbonnet livery.

Taking advantage of its experience with 20-cylinder engines in the "45" series of the late 1960s, EMD had already built some 20-cylinder 710's for marine and power plant applications. In an a.c. locomotive, the 20-cylinder 710G3B gave EMD a jump on GE and a match for MK at 5000 h.p. in the SD80MAC. It got an immediate order from Conrail for 28 SD80MAC's (4100-4127). Meanwhile, General Motors kept on cranking out Burlington Northern SD70MAC's.

"Convertibles" to the finish line

By now the goal was obviously a 6000-h.p. a.c. locomotive, and the big mega-merger railroads were reluctant to spend their millions of dollars on units that would be obsolete in a few years when EMD's new four-stroke cycle 16V265H 6000-h.p. engine or GE's new Deutz HDL-16 would become available. But the railroads needed new units *now* and didn't want to lose out on valuable slots in future production schedules.

As a result, both EMD and GE offered their future 6000-h.p. a.c. locomotives equipped with similar-sized but lower horsepower existing diesel engines. When the new engines became available, the existing engines could be swapped out and the 6000-h.p. prime movers dropped in with minimal fuss. EMD's "convertible" was the future SD90MAC, delivered with the SD75's 16-cylinder 710G3C engine at 4300 h.p.

With BN monopolizing EMD's a.c. production of SD70MAC's, the Union Pacific had turned to General Electric for d.c. Dash 8-41CW's and Dash 9-44CW's and didn't sample an EMD 70-series. The UP was first in line for the upgradable SD90MAC's (8025-8159) and in October 1996 had the first two H-engine-equipped 6000-h.p. SD90MAC's delivered in Armour yellow (the 8200, delivered as 8160, and 8201). When testing is completed by EMD, the pair will be turned over to the UP for road service.

Next month

Our study of the super cabs of the 1990s will continue as we examine the models from General Electric.

KODACHROME, GEORGE COCKLE

GENERAL MOTORS' ALTERNATING CURRENT production units began with the 350-unit SD70MAC order for BN, which was continued under BNSF as evidenced by the 9719 and 9720 (**below**), shown at Denver on February 16, 1996. To make an immediate jump to the 5000-h.p. level, EMD applied its 20-cylinder 710G3B engine to an a.c locomotive, creating the SD80MAC, the only ones produced so far being Conrail 4100-4127, delivered in late 1995 and early 1996. Conrail 4101 (**opposite top**) was leading a coal train into Enola Yard in Harrisburg, Pa., on May 11, 1996. In order to get much-needed new power without waiting for the 6000-h.p. engine to become available, Union Pacific pressed the builders to produce the next generation of locomotives with existing 4300-h.p. engines in place of the 6000-h.p. prime movers, which are not yet ready for full production. Two of these UP "Convertible" SD90MAC's, 8041 and 8029, were at Council Bluffs, Iowa, (**above**) on September 8, 1996. The first SD90MAC's to carry the 16V265H engine were UP 8160 (to be renumbered 8200) and 8201; the 8201 (**right**) was at the gate of the VMV shop in Paducah, Ky., on October 30, 1996. The spotter's feature for the "H engine" is the angled hood roof over the engine compartment.

KODACHROME, STEVE PATTERSON

SD80MAC

FUJI VELVIA. STEVE BARRY

FUJI VELVIA. CHARLES F. HINRICHS

SD90MAC

The North Carolina

by Tom Trencansky

NORTH CAROLINA is fortunate to have a pair of deepwater ports at Wilmington and Morehead City. They have become important transportation centers, essential to the development of North Carolina and the Mid-Atlantic states. Operating within the two state-owned ports are several rail operations that have grown over the last 40 years, each reporting to and operating under the authority of the North Carolina Ports Railway Commission (NCPR).

Wilmington is the home "port" to the Commission, and all rail operations in the port and surrounding area are operated by contract to the port by the Wilmington Terminal Railroad. Morehead City is located 80 miles up the North Carolina coast, and rail operations within most of that port are handled under contract by Carolina Rail Service. Also operating part of the port trackage as well as a several-mile spur to Radio Island, N.C., is the Beaufort & Morehead Railroad, a wholly-owned NCPR short line, controlled by the Ports Commission but operated under contract by the Beaufort & Morehead Railway.

Morehead City and the Beaufort & Morehead are home to a pair of this country's "newest" Fairbanks Morse units, former US Army H12-44s 1852 and 1860. Soon, several other FM's will be heading there. The story of the North Carolina Ports Railway and the FMs' return to regular railroad service needs to be told.

History of the N.C. Ports Railway

North Carolina's Port of Wilmington began as a shipyard, serving Uncle Sam's needs by building Liberty Ships through WWII and other vessels into the early 1950s. In 1953, the Port of Wilmington was placed under the authority of the North Carolina Ports Authority, which operated a small industrial rail system serving the minor rail needs of the facility. At that time, the entire port consisted of only two berths of 1510 feet and only 30 acres of land. The industrial rail operation handled less than 3000 freight cars per year. All switching was done by the small 45-ton and 65-ton GE's left over from the military days. In contrast, today's Port of Wilmington is a sprawling facility with over 6900 feet of continuous wharf and over 252 acres of property. The Port's Wilmington Terminal Railroad handled nearly 7000 cars last year, connecting to CSX for outside service.

The Morehead City Terminal of the Ports Authority has steadily grown from a minimal facility in 1953 and now includes over a mile of continuous wharf including a 1000-foot deepwater bulk handling berth and a roll-on / roll-off berth. In 1958, the first year for which rail movement records are available, the terminal handled 849 loaded freight cars in comparison to over 6000 turned over to Norfolk Southern last year by Carolina Rail Service.

While the ports have required locomotives throughout the 50 years since their inception, today's North Carolina Ports Railway is a modern organization operating as a state agency separate from the Ports Authority. Through the 1970s, the port's rail operation was entirely financed as a state-funded unit of the Ports Authority with all expenses and salaries paid by the state. Since it was identified as an industrial switching railroad and not as a common carrier switching railroad

KODACHROMES TOM TRENCANSKY EXCEPT AS NOTED

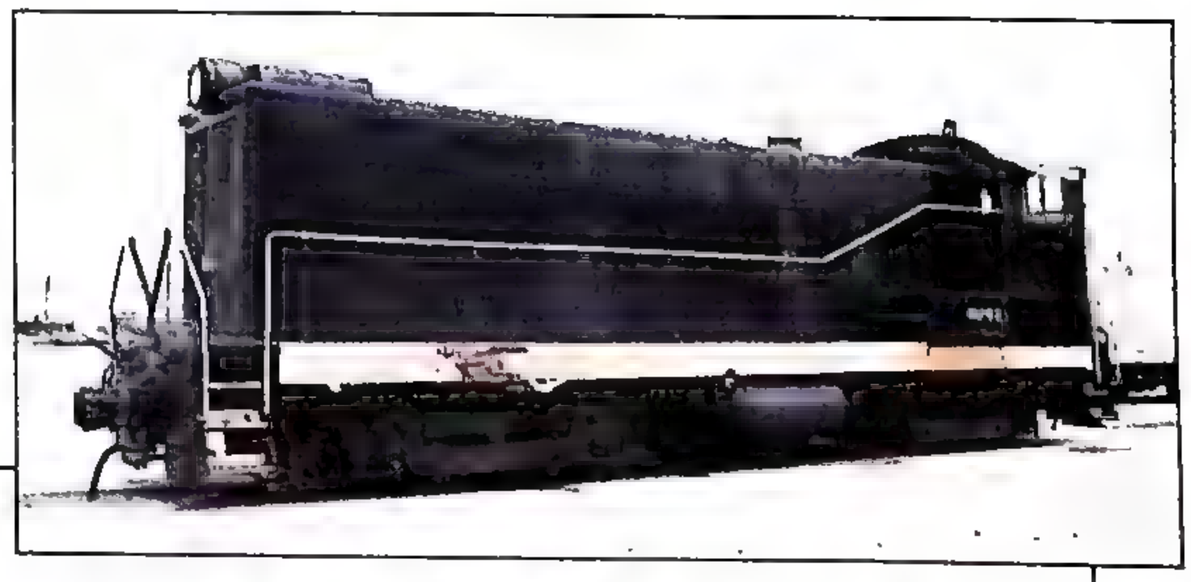
Ports Railway

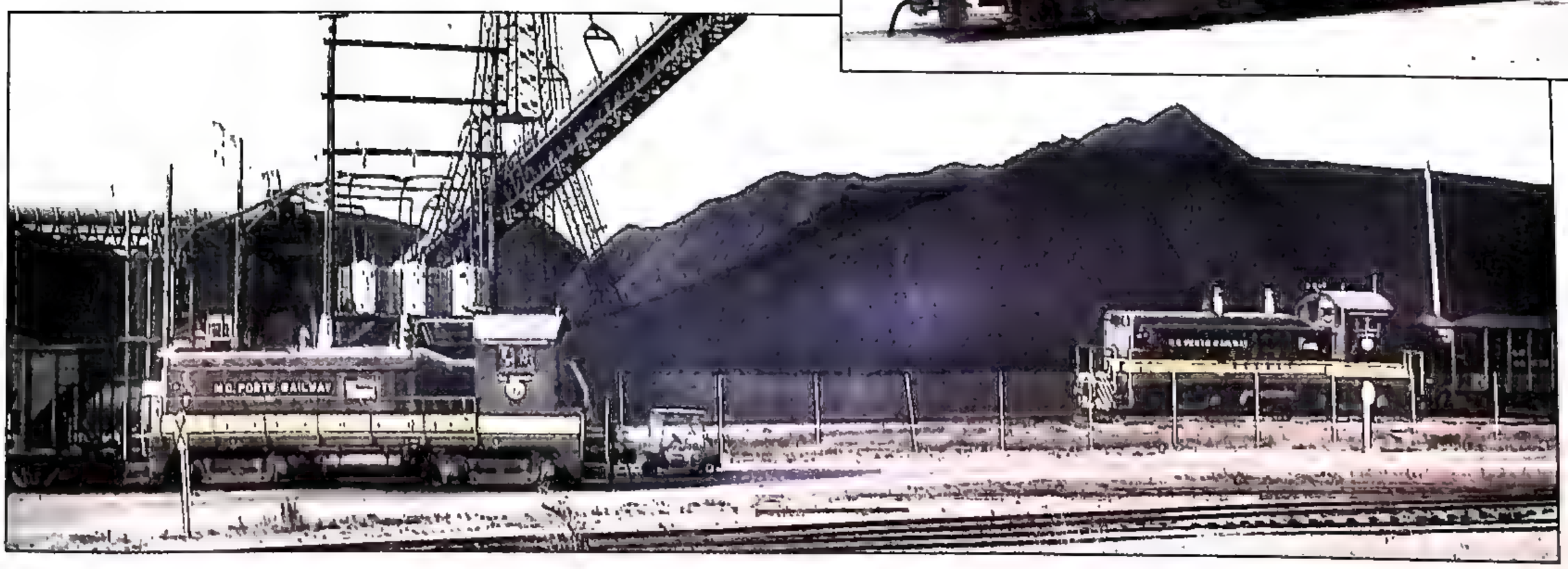
under the jurisdiction of and regulated by the Interstate Commerce Commission, the line-haul railroads serving the two ports refused to assume any of the costs of providing the port terminal switching or splitting the freight cars shipping costs as they would have had the Port Authority's switching railroad been a common carrier. Recognizing the substantial and ever-increasing financial burden that the industrial railroad line was costing the State of North Carolina, in the late 1970s a decision was made to separate the rail and port facilities and to apply to the ICC to operate the line as a common carrier.

The history of the NCPR goes back only to March 1979 when the N.C. State Assembly enacted legislation creating the North Carolina Ports Railway Commission as a separate entity from the Ports Authority. Following the appointment by the N.C. governor of a five-member board to govern the NCPR, in June and July of 1980, the commission employed a general manager, Mr. E.E. Lee from the Ports Authority, and adopted the by-laws under which the NCPR operates today. One of the first tasks for the NCPR was to file with the ICC as a common carrier, which was quickly approved, allowing the North Carolina Ports Railway to begin operating as a common carrier on January 12, 1981.

Operations at the new NCPR were routine in the first several months, but the railroad now had operating income from its share of all rail movements. The act that created the NCPR empowered

PORTS BALDWIN No.8 and two NW2s were at Morehead City on May 16, 1986. FM 1860 and GE 1686 were there (**above**) on July 11, 1996. The 1852 (**opposite**) was working Radio Island on October 4, 1996.





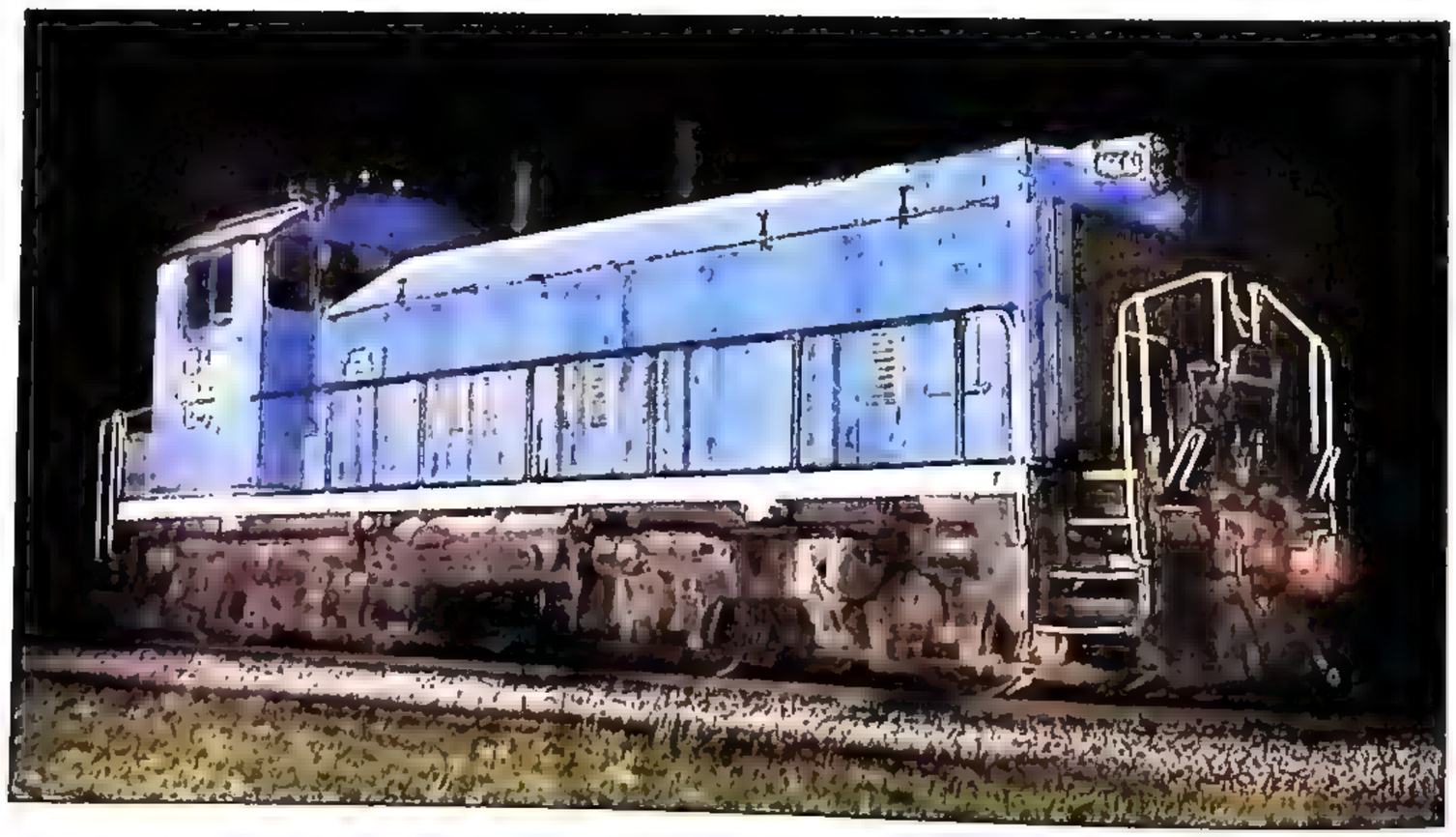
the railroad to pay for all necessary costs and expenses involved with the line, and to assist the railroad it secured a loan from the governor's contingency fund. Except for this initial loan, which was repaid to the governor in full, the NCPR has not received, and does not anticipate receiving, any appropriations or other funding from the State of North Carolina. The NCPR is completely self-supporting through the revenues it receives from the rail freight customers it serves.

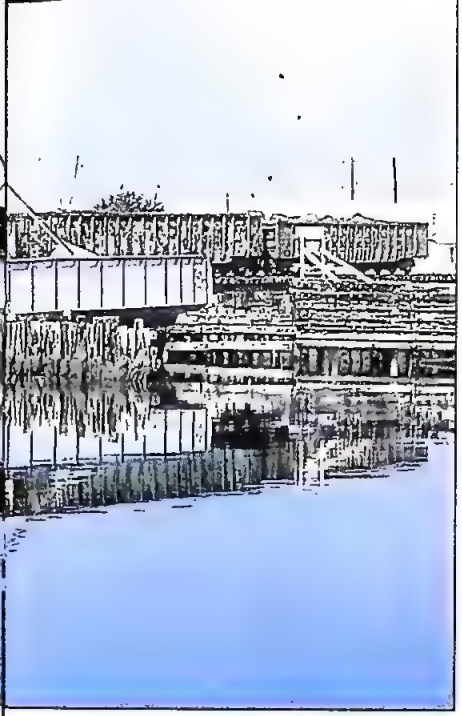
As soon as the line's assets were separated from the Port Authority, the new operation began to expand and to make the new NCPR more efficient. In 1981, to handle the ever increasing export coal, a new railroad yard at the Morehead City Terminal was built by Alla-Ohio Valley Coals, Inc., and turned over to Norfolk Southern Railway, which quit-claimed the existing yard to NCPR.

Taylor made

In 1984, a new era began at the North Carolina Ports Railway when Mr. William Taylor was hired as general manager. Bill was not transferred from the Port Authority near retirement age but was a railroader, with roots dating back to summer work as a section gang laborer on the original Norfolk Southern Railway in 1959. While attending East Carolina University in 1966, Bill went back to the NSRy as a clerk/agent, and after graduation in 1967 he became the first and only employee hired for a management training program, becoming a transportation supervisor, but the days of NSRy independence were in decline, and the line would soon be merged into the Southern Railway. Mr. Taylor moved on to the RF&P in 1970 and then on to service with the ICC as an investigator from 1973 until he was offered the position of general manager of the NCPR. And with him came the knowledge and railroading experience to guide NCPR towards the 21st Century.

In 1985, using its own funds, NCPR completely rebuilt the Morehead City yard to FRA Class II standards with 100-lb. rail and at the same time began improvements at Wilmington over much of the receiving yard and yard leads with 105-lb. and 132-lb. rail. By 1986, it was obvious that the Port's ragtag fleet of eight locomotives (three Baldwin switchers, a pair of EMD NW2s and three GP7s) needed a complete overhaul.





BEAUFORT & MOREHEAD GE CENTERCAB 75 was traversing thenow-abandoned trestle **(left)** at Beaufort, N.C., on May 16, 1986. The 75 was replaced by SW1200 1203 (ex-Illinois Terminal 777, later 1203) wearing "B&M" instead of reporting marks "BMH." It was spending the night on Radio Island **(opposite center)** on July 11, 1995. Carolina Rail Service 1201, shown at Morehead City **(opposite bottom)** on October 2, 1996, was originally T&P 1281. Wilmington Terminal 1204 **(above)**, at Wilmington on July 10, 1995, was T&P 1287. Fairbanks-Morse 1852 **(below)** was working in Army colors at Morehead City on July 11, 1995. It has since been repainted into the P&WV-inspired livery worn by sister 1860, shown parked near the highway bridge.

General Manager Bill Taylor opted to purchase five identical, reconditioned EMD SW1200s which had been recently released by the Union Pacific. All five were former Missouri Pacific units and were delivered in good operating shape, allowing NCPR to sell off all the others. The Ports Railway was now a modern railroad with good, dependable power.

Wilmington Terminal Railroad

The year 1986 would see a major change to NCPR when the railroad received approval from the Interstate Commerce Commission to lease its Wilmington operations to a new limited partnership known as the Wilmington Terminal Railroad and the Morehead City operations to another partnership, Carolina Rail Service. While maintaining responsibility for all railroad assets including track and locomotives, NCPR divested itself from the day-to-day operations of the trains, allowing the new operators complete freedom in going about their rail and switching tasks. NCPR became the overseer for the line's future.

Wilmington Terminal, as operator for the Port of Wilmington, leased three of the SW1200s and has handled all switching at the facility since. Operations are generally Monday through Friday with two crews working a day shift. CSX crews bring in a train each workday, keeping the WTR crews busy. Recent changes and expansions at the Port allowed NCPR to purchase 4.5 miles of local switching trackage from CSX in 1993, and NCPR now maintains all trackage along the waterway and connects to the outside world at 3rd Street. NCPR has already paid off the purchase price for the new trackage, and by late 1996 the railroad had already rebuilt much of the new track to meet the line's future needs.

Carolina Rail Service

Morehead City's Carolina Rail Service began operations in 1986 by leasing two of the NCPR SW1200s, motive power that is still the primary source for the line. Operations at the port have continued to expand, and as with the port operations in Wilmington, the Carolina Rail Service will operate as required, 24 hours per day, especially when ships are in port for unloading potash and borate. The EMD's work the various sidings and dock area and move strings of cars into the woodchip operation owned and operated by

The Pickens Connection

THE PICKENS RAILROAD has long been getting attention from railfans due to the line's original 1945 Baldwin V0660 No.2, which in 1997 remains in regular service on the line's Easley to Pickens, S.C., short line. This 50-year old Baldwin was originally purchased by the Pickens and is the only motive power available on the line. It generally sees use three times per week to move freight or transfer equipment to and from the Chattahoochee Locomotive Company shop located at the end of the line in Pickens. Most recently this included the four FM H12-44's for NCPR. Current Pickens management is content with the V0660, and there are no plans to replace it in the near future.

Several years ago, Pickens established an additional operation in South Carolina taking over the former Southern Railway line between Belton and Honea Path, South Carolina, along with trackage rights to Anderson, S.C. The line was made available through the NS Thoroughbred Short Line Program. What would the railroad send to be the sole power on this line but another old Baldwin, DS4-4-750 No.5, which prevails as the only motive power on the operation. Service is as needed, generally three to four days per week. Since the two lines are only 40 miles apart, the same crew can perform switching on both lines on any given day, if necessary. These old Baldwins are in fine mechanical shape and appear to be relatively safe — TOM TRENCANSKY.

BALDWIN SWITCHERS POWER the Pickens Railroad's two disconnected operations. Number 2 (**top**) was idling the night away at Easley, S.C., on October 5, 1996, the same day that No.5 (**below**) was on the road near Belton.

Canel Wood, parent company to Carolina Rail Service. Canel Wood is also the major customer for the line.

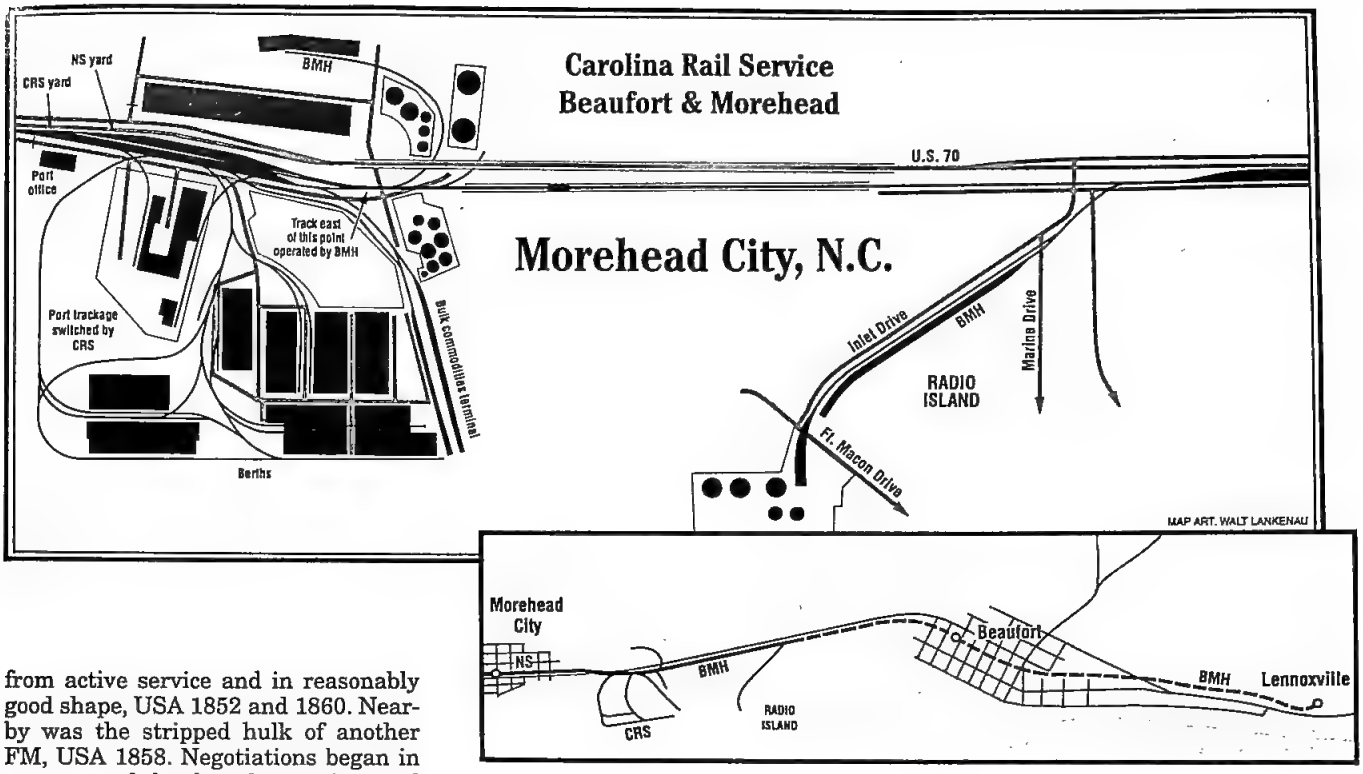
Beaufort & Morehead

Connecting with the North Carolina Ports Railway and Norfolk Southern (today's "Thoroughbred" corporation) at Morehead City was the Beaufort & Morehead Railroad, which extended across the Newport River over a half-mile wooden trestle and ran 3.18 miles to Beaufort. This North Carolina version of the "B&M" (reporting marks "BMH") was well known to railfans for its fleet of centercab Whitcombs, although by 1990 they had already been replaced by a single 1200-h.p. EMD.

In 1990, NCPR had the opportunity to purchase the property from the railroad's long-time owners but then contracted with Mr. A.T. Leary's operating company, the Beaufort & Morehead Railway, as continuing operator for the line. In August 1995, NCPR completed the purchase by also buying the BMH Railway and now controls both trackage and operations. Mr. Leary was hired as general manager and continues to run the line today. Along with the purchase in 1995 came another EMD, BMH 1203, a former Illinois Terminal unit with Flexicoil trucks. Although the line ran to Beaufort, most traffic for the BMH was found on the western end of the line on Radio Island, just across the river from the Morehead City port. By 1992, the decline in traffic on the eastern two miles necessitated the removal of line and bridge east of Radio Island. The western end of the line had become the eastern end! Traffic on Radio Island consists of daily switching into the large jet fuel transloading facility. Traffic out of this fuel depot is heavy, with over 6000 cars in 1996. Fuel shipped to several nearby military bases on a daily basis is the primary reason for the line's existence.

The FM's arrive

Opportunity for a real change at NCPR occurred in late 1992 when the railroad was notified of the pending sale of some used military railroad equipment at the nearby Sunny Point Military Ocean Terminal. The listing of equipment included used locomotives from EMD, Alco and Fairbanks Morse. Since the NCPR was a state agency and could get preferential consideration on government surplus, Bill Taylor decided to look at the surplus to see if his railroad could take advantage of any equipment offered. His newly acquired Beaufort & Morehead Railroad needed additional power, and perhaps a used bargain from the variety of equipment on the list might suit his purpose. Amidst the usual array of worn-out military junk, there was a pair of Fairbanks-Morse H12-44 switchers, recently retired



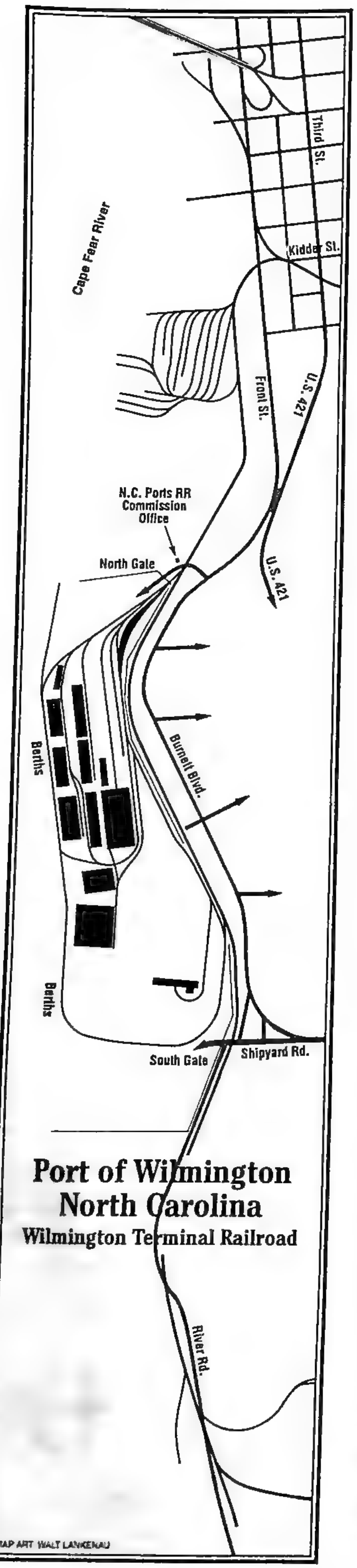
from active service and in reasonably good shape, USA 1852 and 1860. Nearby was the stripped hulk of another FM, USA 1858. Negotiations began in earnest, and the three locomotives and parts were transferred to the NCPR. The North Carolina Ports Railway was now the proud owner of a pair of tired but operational FM's.

Once at the NCPR Wilmington facility, the three FM's and the parts supply were evaluated. USA 1860 was deemed the best of the lot, and although tired, it was quickly placed in operation, even though not needed at Wilmington due to the reliability of those three EMD's. A lease was negotiated with the BMH, and the unit received a sharp paint job inspired by the historic FM owner Pittsburgh & West Virginia. It then made the short trip to Morehead City and was assigned as a backup to the BMH's own ex-ITC SW1200 1203. There was now a serviceable FM working on a North Carolina railroad. Both other FM's were in need of a major rebuild and awaited their fate within the confines of the Port of Wilmington while Bill Taylor explored the costs and advantages of pursuing any additional work on the units.

Beloit, Wisconsin, birthplace of the FM's, still had a plant that produced FM parts, and the Fairbanks Morse Engine Division of Coltec Industries was more than happy to talk to the general manager of the North Carolina Ports Railway. Yes, they could supply parts, but they could also completely rebuild any FM, even a tired "railroad" opposed-piston engine. The company still supports the thousands of FM engines in service in ships, tugboats, power plants, industrial applications and the like, and there wouldn't be any problem in restoring an old 1200-horsepower, six-cylinder locomotive engine. The fact that FM had not rebuilt one for railroad service in years didn't matter. In fact, FM's service factory in Norfolk, Va., could handle the job. Coltec's regional manager Terry A. Leeker and service representative John W. Larimer began discussions with the NCPR, and as an outcome of the negotiations the railroad soon had a quote to bring its tired 1950-era FM engines up to 1995 standards. An option was on Mr. Taylor's desk that was competitive to an EMD rebuild.

Rebuild a 44-year-old FM locomotive? Why would a businessman such as Bill

FAIRBANKS-MORSE H12-44 1852 was working the interchange at Morehead City alongside Norfolk Southern Dash 8-32B 3555 on July 11, 1995.



Taylor purchase and consider rebuilding the locomotives? Why would a man who helped modernize the NCPR fleet with those efficient EMD's even consider such a switch? First, he wasn't considering replacing those General Motors products — the SW1200s would continue to pay for themselves in NCPR service and once used up, would likely be replaced with five more modern EMD's. But, in the meantime, Taylor is a practical man and uses his resources to his advantage.

The 1990's are a time of change. The major railroads have continued to shed themselves of old, less efficient motive power for the last 20 years. Most have long ago transferred their switch engines back to the builders in trade or sold them for scrap. In essence, except for a very few new low-horsepower units, built at costs ranging from $750,000 to nearly $1 million, there aren't many used locomotives out there that are not 30, and even 40 years old. Relatively speaking, they all need complete rebuilds. And, with the decline in sheer numbers of useable units, the price for the old switchers continues to climb. The bargain prices of the 1980s are long-gone, and the used locomotive market for rebuilt EMD's has placed some healthy price tags on those available.

Why the FM's? Rebuilt, they would be dependable power for the Beaufort & Morehead, and the cost was minimal for their initial purchase — even after rebuilding the diesel engines, the actual outlay of cash was well within the budget that a reasonable general manager would allow. The NCPR board was asked to approve the outlay, and one of the large cranes at the Wilmington port was soon lifting a six-cylinder "OP" power plant out of USA 1858. After a two-month-long session in Norfolk, the engine was back at Wilmington and transplanted into NCPR 1852. Within weeks the unit was back in operation — and it needed to be pressed into service without the fancy paint job of the 1860.

Once on the BMH, the unit quickly proved its worth and displaced the SW1200 to standby service. By mid-July '95, Bill Taylor had received board approval to send the original engine from the 1852 to Norfolk as well. By late 1995 both the 1852 and 1860 were operating in regular service on the Beaufort & Morehead. The NCPR is relatively pleased with the FM rebuilds. Coltec Industries is service oriented and has kept a good working relationship with the company's new railroad customer.

Yankeetown and Pickens

But the story hasn't ended there. As knowledge of the operating FM's spread throughout the railfan world, word of other available FM's came back to the NCPR. During 1996, the line purchased four other units: three former Yankeetown Dock Corporation H12-44s from Indiana and a former Tennessee Valley Authority H12-44 most recently used in the American Milling Company's grain facility along the Mississippi River at Cahokia in southern Illinois. As each was purchased, they were shipped to the Pickens Railroad in Pickens, S.C., for evaluation and future rebuild.

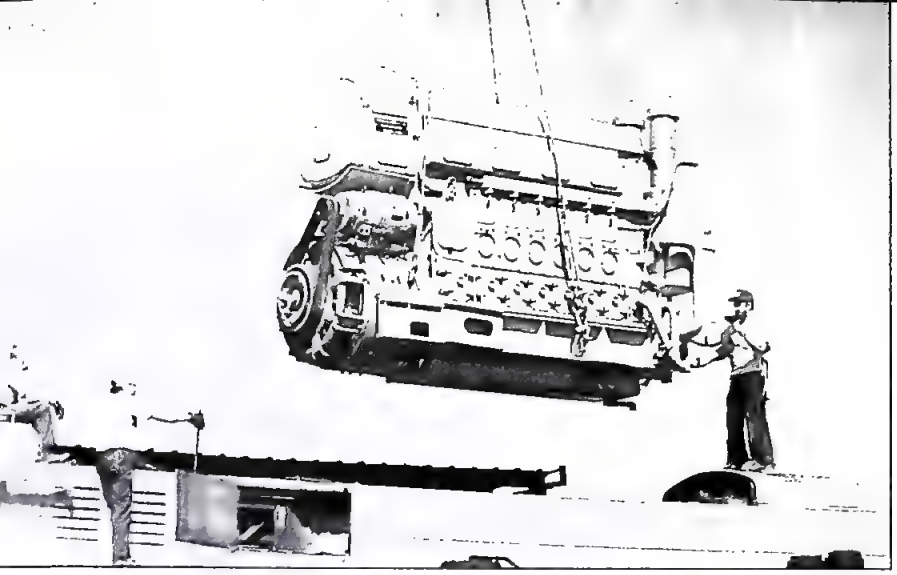
Why Pickens, home of an original 1945 Baldwin VO660? Located in the former National Railway Utilization Corporation shops at the physical end of the Pickens is the Chattahoochee Locomotive Company. The CLC is a

NORTH CAROLINA PORTS RAILWAY

locomotive rebuild service affiliated with Johnson Railway Service of Cornelia, Georgia. The shop is capable of rebuilding and remanufacturing locomotives, engine overhauls and locomotive leasing. Based at the operation is their own Alco S2 for moving equipment into the facility. CLC appears to be quite capable of rebuilding the NCPR FM's with the Coltec-supplied engines.

In early 1997, former YDC No.1 is already going back together at Pickens. Originally Fairbanks-Morse demonstrator 76, it will become NCPR 1801. Yankeetown No.2 will be next and has already been stripped and is awaiting another rebuilt engine out of Norfolk. The ultimate goal of Bill Taylor and the NCPR will be to overhaul a total of four FM's for service at Morehead City, which will allow the present Carolina Rail Service EMD's to move back to Wilmington. Since the normal need for any work day is three units, this battery of four rebuilt FM's might last well into the 21st Century.

Today's North Carolina Ports Railway is a model of efficiency and run with two employees: general manager William Taylor and secretary/treasurer Joan Bondurant. Operating out of a smart, modern office at the North Gate of the Port of Wilmington, they oversee the sprawling NCPR empire, keeping the line as efficient as possible while



BILL TAYLOR

THE ONLY TWO EMPLOYEES of the North Carolina Ports Railway are general manager Bill Taylor and secretary/treasurer Joan Bondurant (**left**) — don't let those "camera conscious" expressions fool you, they're really nice folks! In October 1996 a freshly rebuilt Fairbanks-Morse six-cylinder "OP" engine was lowered into Yankeetown Docks No.1 at the Pickens Railroad shop (**above**). Yankeetown No.2 (**right**) should be next.

KURT REISWEBER

maintaining the track and fleet of locomotives to meet all current and future needs. While Bill Taylor keeps his five EMD SW1200s in top shape, he has also found a niche for those rebuilt FM's on the BMH. Business is good on the NCPR, and the NCPR appears to be good for the railroad business. Let's hope he keeps that North Carolina Ports Railway prosperous. Thank you, Bill Taylor.

And while we're at it, thank you Beloit!

Railfanning the "Ports"

Both port facilities at Wilmington and Morehead City are restricted areas in which a camera-toting railfan can not normally roam — but both locations offer good photographic views of the operations if a fan has patience. Wilmington Terminal crews routinely switch the north end of the port facility twice a day, allowing access to the equipment as well as traversing the newly acquired CSX trackage along Front Street. While the EMD's might be considered somewhat plain, NCPR's Wilmington Terminal remains an active source for rail traffic. Both the Carolina Railroad Service SW1200s and the Beaufort & Morehead's FM's switch cars within the rail yard adjacent to U.S. Highway 70 a couple times per day. Any BMH power stored is generally located alongside the south side of the highway bridge leading to Radio Island, and clear unobstructed views can be taken from the sidewalk. BMH trains operate on Radio Island Monday through Friday, and while the yards are completely unrestricted, common railfan sense should dictate caution while around working rail equipment.

Weekday mornings are best, since they will usually have one of the FM's working the yard before coming back into the port at Morehead City across the half-mile-long wooden trestle. BMH crews begin the day early and are generally finished by early afternoon. Normal NS traffic in Morehead City is generally confined to nighttime, but it should be noted that the railroad's branch into town does some street running as it approaches the port, and occasional daytime activity might provide some interesting views.

Railfans traveling to visit the NCPR can stop by the railroad's office just outside the entrance to the Port of Wilmington or the BMH office located at 13th and Bridge Streets near downtown Morehead City. Since much of the rail activity for both ports is located within the confines of the port facilities, fans should remember to respect the fences and trespassing policies of the ports and the need for security. As mentioned previously, fans with patience should be rewarded with good working views of either of these operations. If you get the opportunity to visit coastal North Carolina, be sure to check out the North Carolina Ports Railway.

North Carolina Ports Railway Roster

EFFECTIVE 1/97

Unit No:	Builder	Model	Assigned	Notes
CRS 1201	EMD	SW1200	Morehead	Former T&P1281 (b/n 31111, 3/66)
CRS 1202	EMD	SW1200	Morehead	Former MP 1144 (b/n 31218, 4/66)
WTR 1203	EMD	SW1200	Wilmington	Former MP 1258 (b/n 31231, 2/66)
WTR 1204	EMD	SW1200	Wilmington	Former T&P 1287 (b/n 31117, 3/66)
WTR 1205	EMD	SW1200	Wilmington	Former T&P 1292 (b/n 31240, 3/66)
NCPR 1686	GE	80 ton	Morehead	Former USAF 1686 (b/n 31818, 3/53)
NCPR 1852	FM	H12-44	Morehead	BMH, former USA 1852 (b/n 12L676, V53
NCPR 1858	FM	H12-44.	Wilmington	Former USA 1858 (b/n 12L682,V53)
NCPR 1860	FM	H12-44	Morehead	BMH, former USA 1860 (b/n 12L684, 2/53)
BMH 1203	EMD	SW1200	Morehead	Former Illinois Terminal 1203 (b/n 20668, 11/55)
YDC 1 (1801)	FM	H12-44	For Morehead	Under repair Pickens, S.C. (b/n 12L776, 8/53)
YDC 2 (1802)	FM	H12-44	For Morehead	Under repair Pickens, S.C. (b/n 12L1024, 5/56)
YDC 3	FM	H12-44	For parts	Pickens, S.C., (b/n 12L1100, 11/58)
TVA 22	FM	H12-44	For parts	Pickens, S.C., (b/n 12L778, 11/54)

Other units on property:

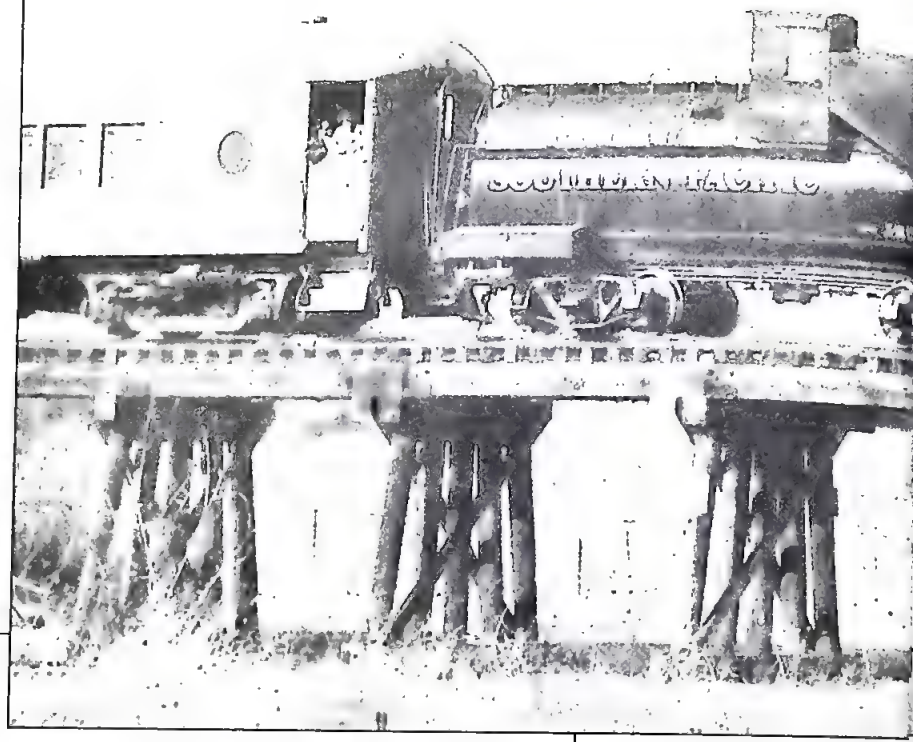
Grace 2900	Whitcomb	80 ton	Morehead	Stored, for private owner
USMC 270092	GE	45 ton	Morehead	Marine Corps to NCPR, sold/scrap 1996

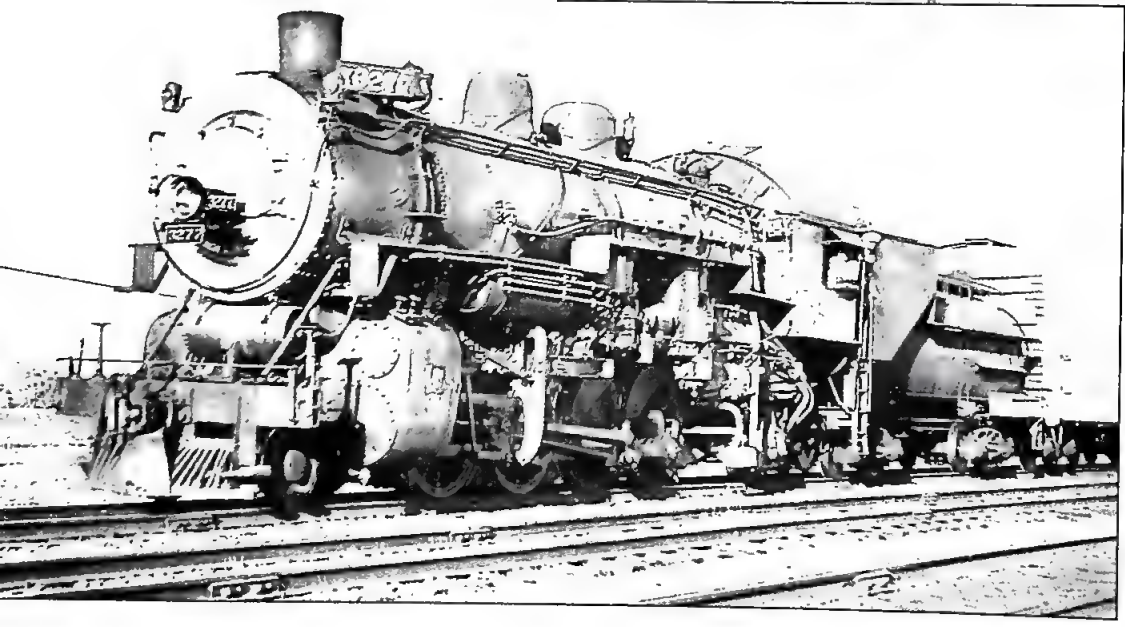
Those Harriman Mikados

The family heritage of Austin's T&NO 786

by J. Parker Lamb

SOUTHERN PACIFIC Mk-5 Class Mikado 786, now operating on the Austin & Texas Central's *High Country Flyer* near Austin, is one of the few remaining representatives of a unique experiment in American railroad history, the Harriman era of standardization. During the first decade of the Twentieth Century the legendary Edward H. Harriman strung together a nationwide railroad empire that included the Union Pacific, Southern Pacific, Chicago & Alton, Central of Georgia, Illinois Central and Erie Railroads. Unlike many of the financial robber barons of the era, Harriman was dedicated to improving



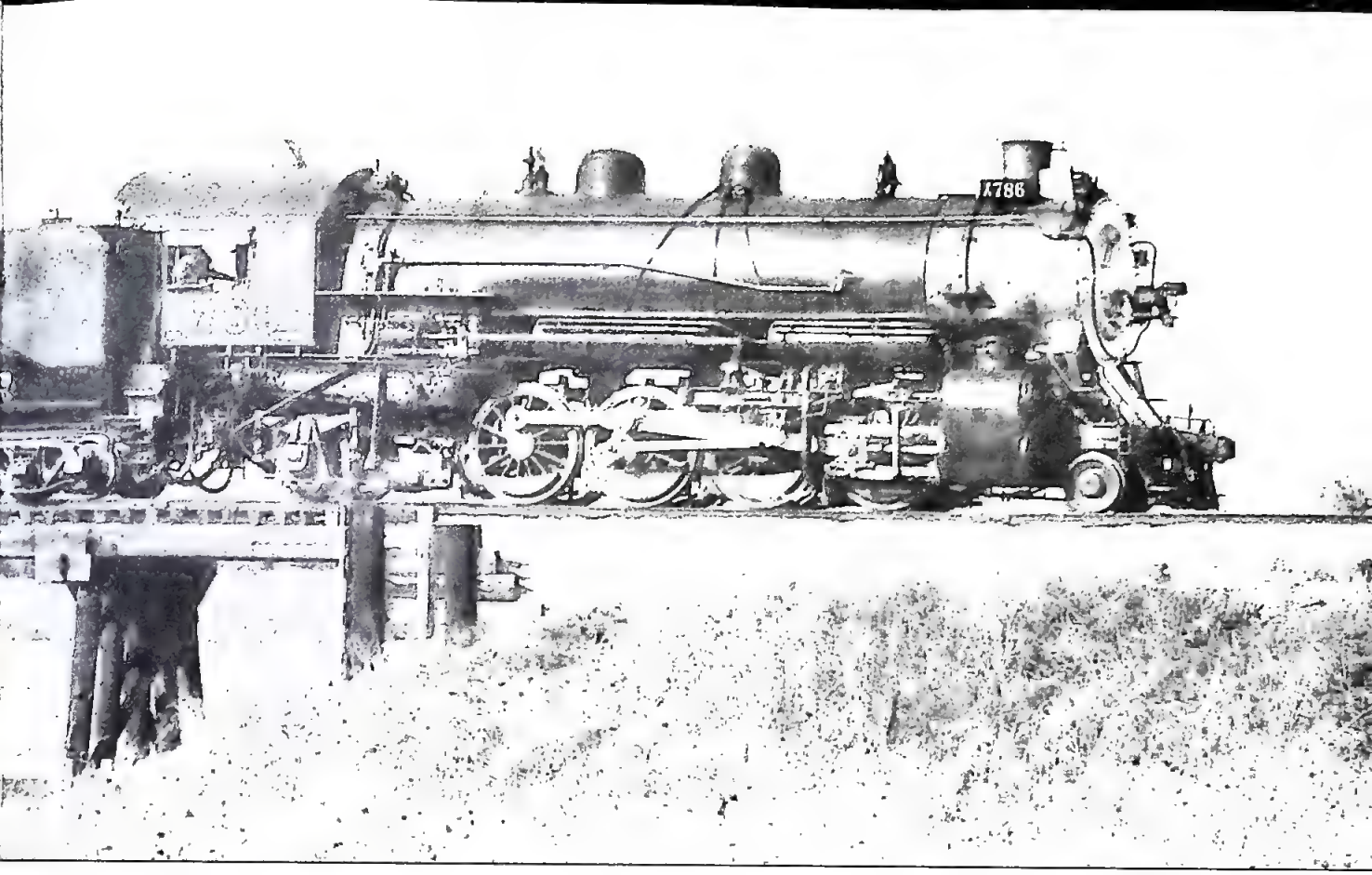


TEXAS & NEW ORLEANS 786, restored by the Austin Steam Train Association, was handling the *Hill Country Flyer* on the day after Thanksgiving in 1992 as it was eastbound **(above)**, beginning to climb the 2% grade out of Barnet the 3½ miles to Summit Siding. She was heading toward the setting sun **(opposite)**, bound for Barnet later that day. Southern Pacific Mk-5 3277 **(left)**, another Harriman Standard Mikado, was bound out of Sacramento, Cal., for Stockton in June 1950.

his properties and providing solid customer-oriented service.

Conventional wisdom of the time dictated that locomotives be virtually custom built for each railroad, whose mechanical department usually allowed the locomotive builder to select the innumerable accessories (such as headlights and feedwater heaters) required to make the basic components of a locomotive into a workable machine. Normally a railroad would order a few engines at a time for specific and immediate needs. One result of this approach on large roads such as UP or SP was a staggering variety of spare parts which had to be stocked at backshops.

After gaining control of the Union Pacific in 1898, Harriman and his efficiency experts threw this traditional notion out the window and, in 1904, unveiled a set of Common Standard design specifications for every new locomotive purchased. The overriding goal was to use the same accessories and designs (cabs and domes, for example) on many classes of locomotives from yard switchers to articulateds and thus reduce the parts inventory as well as simplify maintenance requirements. Although this emphasis on interchangability has often been criticized for discouraging the introduction of innovative design features, the use of mass production techniques was an



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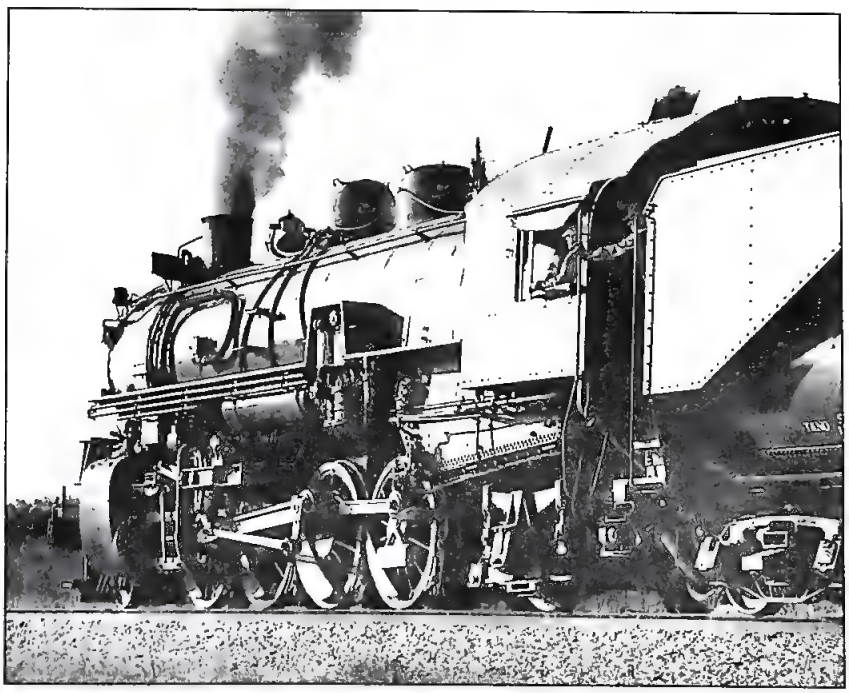


extremely forward-looking approach for its time and, indeed, would become a fundamental attraction of diesel-electric locomotives some 40 years later.

Harriman's purchasing group, known as the Union Pacific Equipment Association, implemented these Common Standard designs by ordering large blocks of identical locomotives and then parceling them out to the various roads as needed (often without regard to the lettering on the tender). As an example, Alco's Brooks Locomotive Works in Dunkirk, New York, was occupied between December 1907 and April 1908 solely with construction for the Harriman roads, turning out 125 engines in five wheel arrangements lettered for eight railroads and subsidiaries. As one might expect, the most popular wheel arrangements constructed under Common Standard designs were 2-6-0, 2-8-0, 2-8-2 and 4-6-2. The United States Railway Administration of World War I carried standardization of steam power to unprecedented levels by adopting the famous series of "USRA" standard designs from 0-6-0s to 2-8-8-2s that were used for applications from coast to coast and border to border.

After Harriman's death in 1909 his empire was dissolved, but the standard design concept continued on many of the former Harriman lines until well into the second decade of the Twentieth Century. For example, there were 57 Mikados in the Mk-5 Class on SP's Texas and Louisiana lines which were constructed in the following sequence. Baldwin delivered 750-774 for the Texas & New Orleans in June 1913, while Brooks turned out 775-784 for the T&NO in August 1915 and built 785-794 for the Houston & Texas Central (later T&NO) in August-September 1916. The T&NO liked these versatile engines so much that it assembled another dozen itself, using parts supplied by Alco and Baldwin. Between August

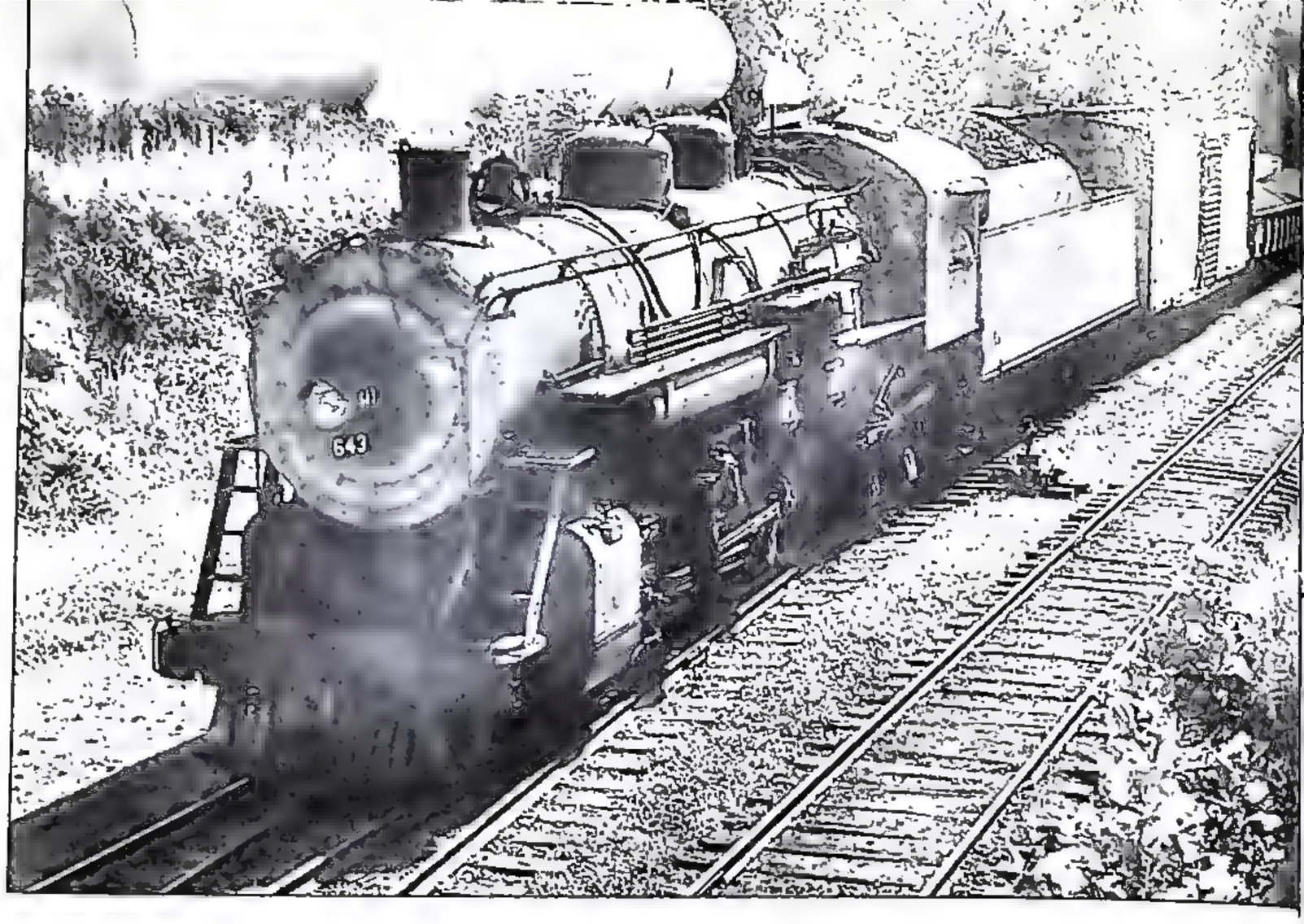
1919 and October 1921 the Algiers Shops (New Orleans) produced the 738 and 740-749, while the Houston Shops assembled the 739 in August 1921.

The accompanying photos from the author's files allow one to compare the appearance of the authentically restored T&NO 786 with SP's Pacific Lines version of the Mk-5 Class (3200-series) and also representatives from both Illinois Central and Central of Georgia.

As one would anticipate, IC's mammoth Paducah Shops rebuilt that road's extensive fleet of Harriman Mikes, adding their distinctive squared-off sand dome design which was never met with much enthusiasm by those interested in steam locomotive esthetics. However, despite their non-traditional appearance, these IC machines would become the last of their breed in regular service, operating out of Carbondale, Illinois, as late as 1959. One of those engines, the 1518, is preserved today on static display in Paducah.

And the Harriman Common Standard concept proved useful in the 1980s when the Fort Worth folks were restoring the T&NO 786. A part in the running gear was damaged beyond repair and had to be fabricated from scratch. No plans for the offending part were available from SP sources, but the part was manufactured from blueprints from the Illinois Central Paducah Shops.

E.H. Harriman would have been proud.



HARRIMAN STANDARD MIKADOS like T&NO 786 were also used by the Illinois Central; Paducah Shops had changed the appearance of the 1274 (**above**) with relocated pumps, a square sandbox and corrugated pilot. This 1916 Lima was taking a local out of Meridian, Mississippi, for Jackson in the early 1950s. A strikingly similar Central of Georgia Harriman Mike, 643 (**opposite**) was easing a local out of Opelika, Alabama, in June 1953 — this 1923 Lima was known on the CofG, however, after World War II as a MacArthur type. The historic buildings of Bertram, Texas, (**below**) echoed the sharp exhaust of T&NO 786 galloping eastward on Train 48 in October 1992.

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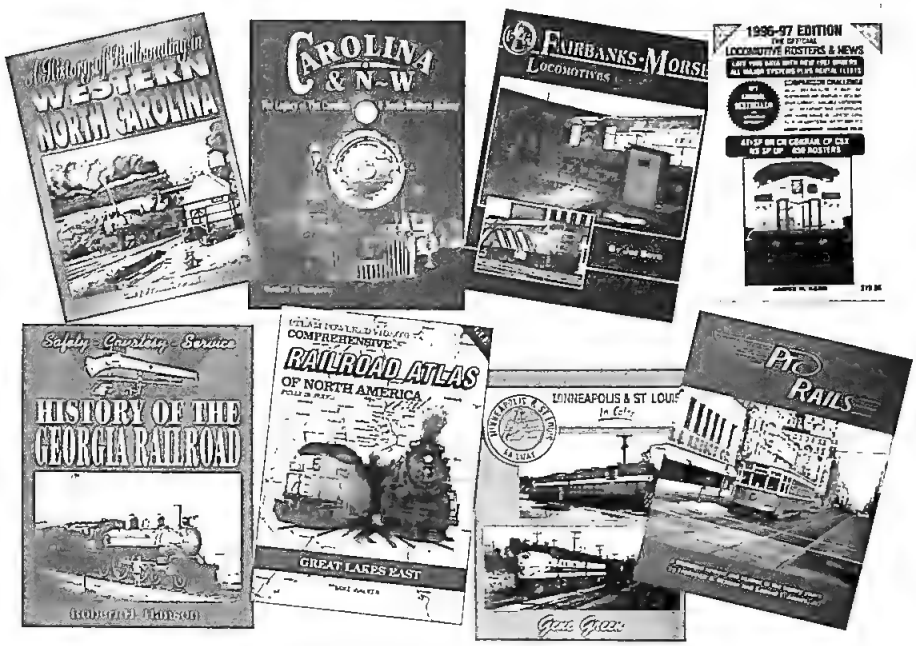

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Request For Interest

Notice is hereby given, that the United Railroad Historical Society of New Jersey, Inc. (URHS) will be rebuilding ten (10) railroad passenger cars built from 1950 thru '54. These cars will be used on excursion trains operated to benefit the restoration of the railroad rolling stock collection being preserved for the future New Jersey Railroad Transportation Heritage Center.

The work required under this Request For Interest includes: Exterior Reconstruction & Sheet Metal Work, Painting & Lettering-Exterior, Window Replacement, Reconstruction & Painting-Interior, Replacement of Lavatory Facilities, Brake System Renewal, Trucks (Wheels, Springs, etc), Couplers & Draft Gear, Electrical Power Distribution Design and Application, Generators, Fuel Tanks, Air Conditioning Rehabilitation. All of the above to be according to specifications to be provided.

All interested parties must be pre-qualified by URHS and have existing examples of managing similar projects over the last five years. A detailed list of interested party's present customer base must be submitted with a written explanation of experience managing all phases of a similar project.

Interested parties must have experience in maintaining and operating railroad cars according to Amtrak and NJ Transit specifications.

Interested parties may contact Mr. Walter Grosselfinger of URHS at 908-699-3046 Day, 908-671-9644 Evening, or in writing at **United Railroad Historical Society of New Jersey, Inc., P.O. Box 711, Clark, NJ 07066** to obtain more detailed information.

CAMERA BAG

by JIM BOYD

Winterail '97 from the inside

GUEST COLUMNIST: VIC NEVES

ON MARCH 8, 1997, THOUSANDS of railfans from all over the country descended on Stockton, California, to view the 19th annual railfan "multi-media event of the year." Winterail, the Railroad Photography Exposition and Railroadiana Show & Sale, has proven to be the standard by which all shows are judged. This year's bash was produced by Brian Rutherford, Ken Meeker and, as always, yours truly.

Every year a certain element in the planning turns into a near-crisis situation for the producers of this event. This year was no exception. For past shows the sound and dissolve syncs were done on the Teac model 3440 four-channel reel-to-reel tape deck, a standard among audiophiles for its reliability and sound reproduction. Last year the deck went down during production schedules, requiring a rental reel-to-reel unit for back-up. A new tape format needed to be secured for 1997, and, after much debate and recommendations from fellow users, the Tascam Porta-Studio model 424 Mark II four-track cassette deck was chosen for the task. I really wanted the Teac model 134B four-channel cassette deck, but production of the unit ceased in October 1996. After a three-month wait for our new unit to be built and shipped from Japan, we were forced to cram all the production time into just one month. By the way, the old reel-to-reel recorder never came out of the case this year. The cassette format was a winner.

This year's Winterail line-up included two foreign entries. *Winter Railroading in Japan* by Gordon Glattenberg and *Tirol's Railways and the Four Seasons* by M. Ross Valentine added an international touch to our usually heavy-on-the-West show.

Our show line-up in the afternoon began with a look at a logging railroad in Plumas County in eastern California through *Clover Valley Lumber* by John Shaw. John showed us the last year of operation at the lumber hauler. We went along the main lines for our second feature, *BN Northwest — Back to the Future,* photographed by Dave Nicoletti. Dave showed us highlights of the past 25 years of BN influence in the Pacific Northwest right up to the merger with the Santa Fe. *Winter Railroading in Japan* by Gordon Glattenberg followed with a winter-time tour of action across the Pacific.

Tom Moungovan was next with a feature on the *Grand Canyon Railway.* Tom made over six trips to fully cover this former Santa Fe branch and documented how well the new owners are progressing in the strictly passenger market using steam locomotives as the prime motive power. *Warbonnets of the High Iron* was a Santa Fe presentation by Kevin EuDaly. Kevin guided us through six regions of the Santa Fe western lines showing us the raw beauty of the Southwest combined with an original soundtrack by brother Jay.

The real stunner for the afternoon was presented by a newcomer to Winterail, but a veteran to multi-media slide shows, Don Hunter. Don showcased *The Last of Steam Railroading,* combining photography with actual recordings of the same for a unique perspective of the last operating steam roads from the Rio Grande narrow gauge to Northwest loggers like the Klickitat and ITT Rayonier. It was truly the crowd pleaser.

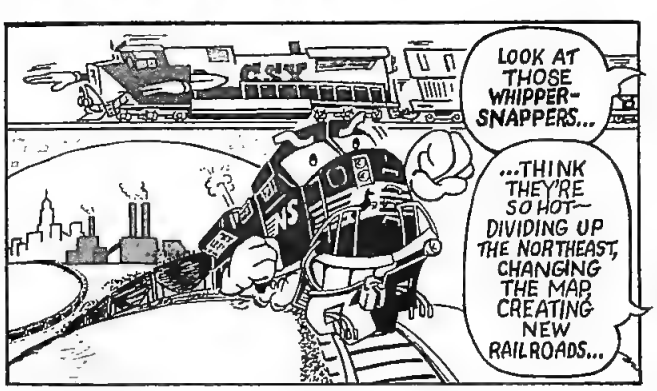
Fallen flags were the theme for Winterail this year. Burlington Northern and the Santa Fe were represented earlier, but it was the producer's choice, *Southern Pacific Farewell* in two parts, that was the favorite. The afternoon segment featured *Mister Time,* showcasing the photographic talents of Guy Dunscomb, Phil Gosney, Brian Jennison, Rob Leachman, Tom Moungovan, John Shaw, Richard Steinheimer and yours truly. Piggybacked to this was *The Face of the Southern Pacific,* a photo tribute to SP's Cab-Forwards assembled by Tom Moungovan and featuring the photography of John Shaw and the late John Hungerford. Seeing this many perfectly preserved Kodachromes in one presentation made one yearn for a hardbound version of the same.

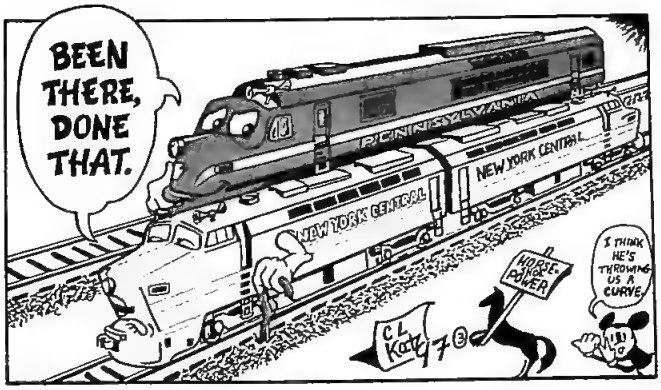
This year, Three Favorite Slides was moved from its previous time slot at the end of the shows to just before the dinner break. This allowed for a smoother presentation and a longer dinner break for some. Plenty of good and humorous slides were shown.

The evening presentation started off with a show on Austrian railroading, *Tirol's Railways and the Four Seasons* by M. Ross Valentine. This tour of the Alpine region was superb, highlighting the rugged scenery and the density of rail travel through this part of the country.

Next up was the second section of the producer's choice. *Southern Pacific Farewell — Part Two* began with veteran photographer Dick Dorn's *Winter on SP's Donner Pass.* Dick, like the flangers, spreaders and rotaries, is a fixture on Donner Pass. This show required additional winter clothing. *After All This Time* was Ted Benson's emotional black and white contribution to the SP tribute. *Distant Lights* was the finale to the salute to Southern Pacific. This sentimental journey by Vic Neves and friends gave us another look at the heart and soul of the SP. *Odyssey to Denver — The Sequel* by Ken Meeker was the follow-up to *Odyssey to Omaha,* shown at Winterail '92. Railfans may remember this humorous journey by the then-WP dispatcher to the bunkers of UP in Omaha. This version showcased Ken's return to dispatching duties with Southern Pacific in Denver, only this time Omaha is not the final destination. Of course, sidebar humor and plenty of railfan highlights were showcased in this presentation.

There was more going on at Winterail than just the slide programs. During the afternoon shows, door prizes were awarded during the breaks. There was also a photo





contest, as well. Awards in the black and white competition went to Dick Dorn for third place, Charles Barnes for second place and Justin Dorn for first place. In the color category Curt Bianchi took third place, Mark Possin was the runner-up and Bob Phillips took top honors. The evening photo contest awards were capped off with the first ever *Winterail Hall of Fame Award* presentation. A previously appointed committee agreed that Guy Dunscomb would be the first recipient of this award. Retired Winterail producer Dave Stanley and I presented the very surprised Guy with a plaque inscribed "For Their Outstanding Contribution to the Railfan Community and Dedication to Railroad Photography." A perpetual plaque will also be on public display at the Feather River Rail Society's Portola Railroad Museum.

A great vote of thanks to the Winterail crew and especially to Brian Rutherford, who is retiring from Winterail duties. Plans are already in the works for 1998, including some previously shown shows. One for sure is *Surf and the Southern Pacific* by John Roskoski, shown in Modesto in 1990. We'll also celebrate the 20th anniversary of a remarkable railfan trip that was made in 1978. Mark your calendar — March 14th 1998, the 20th Anniversary Winterail Show — it's sure to be a sellout.

RAILROADIANA

by STEVE BARRY

What's New?

Camera Signature Collection has issued a set of ten bookmarks with a railroad theme. Each laminated 2"×6½" bookmark features a color photo from the camera of Bob Carr. Among the subjects are Santa Fe F-units, an engineer oiling a steam locomotive, a Grand Canyon Railway 2-8-0 departing Williams in the snow and more. The set of ten bookmarks is available for $22.50 from Camera Signature Collection, Box 5317, Traverse City, MI 49685.

Vacation time is approaching, and it's time to start making plans. If your trips include tagging tourist lines and museums you may want to check out **Coop's Road Map Guide to Railroads and Railroad Museums.** There are two editions available, one covering the West (everything west of and including Colorado) and the Northeast (everything north of Maryland and east of Pennsylvania, including both states), with editions for the South Central (east of Texas and south of the Ohio River) and North Central (north of the Ohio River and westward to the Dakotas) to follow. Each two-color map folds out to 24"×31". One side shows the entire region with rail attractions indicated by a steam locomotive. Highways, state and national forests, cities and national parks are also shown (alas, the freight railroads are not on the map). The reverse side gives a state-by-state listing of the rail attractions including addresses, phone numbers, approximate price, hours of operation, type of power (steam or diesel) and how long the ride takes. The maps fold to a compact 4"×8". They are available for $4.95 each (Calif. res. add sales tax) plus 65¢ handling per map from Lone Mountain Designs, P.O. Box 153, Menlo Park, CA 94026.

Shameless Plug

In conjunction with Tom Trencansky's article this month on the Fairbanks-Morse units of North Carolina Ports Railway, we'll once again remind you that **Fairbanks-Morse Locomotives in Color,** published by Morning Sun Books and authored by R&R editor Jim Boyd, is available through Carstens BOOK DEPOT. Just about every road

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that ever rostered an F-M is pictured in the book. It sells for $49.95 plus $2.00 shipping. See BOOK DEPOT on page 51 for ordering information, or check page 51 of the January 1997 R&R for a complete review.

Book Reviews

NJ Transit Rail Operations, by Joel Rosenbaum and Tom Gallo, published by Railpace Company, P.O. Box 927, Piscataway, NJ, 08855-0927; 112 8½"×11"pages, horizontal format, all-color, softcover, $29.95 (NJ res. add 6% sale tax); phone orders (24 hrs.) 908/752-6355, fax orders (24 hrs) 908/388-4984, Visa/MC accepted.

New Jersey Transit, a state-run rail and bus agency which serves commuters of its namesake state and those of neighboring New York, finally has a high-class book dedicated to its rail operations. *NJ Transit Rail Operations* by Joel Rosenbaum and Tom Gallo pays homage to the impressive rail network that "Transit" has pieced together from the broken remains of former Central Railroad of New Jersey, Erie Lackawanna, Penn Central and Pennsylvania-Reading Seashore Lines trackage. The all-color book is chock-full of attractive photos and graphics which capture a sense of the agency's progressive nature. A brief history of the organization precedes a chapter-by-chapter description of each NJ Transit line which radiates from Newark or Hoboken, New Jersey, (located across New York Harbor directly west of New York City) out into New Jersey and southern New York state: the Main/Bergen and Port Jervis Lines, Pascack Valley Line, Morris & Essex Lines, Boonton Line, Northeast Corridor Line, North Jersey Coast Line and Raritan Valley Line, as well as South Jersey's Atlantic City Line into Philadelphia.

The remainder of the book explores some of the larger terminals that NJ Transit serves: the former Lackawanna Railroad Hoboken Terminal, former PRR Pennsylvania Station in Newark and others. Structures, special promotions and excursions receive attention as well as former and current locomotives and passenger equipment.

The book finishes up with a look back at NJ Transit and a look ahead to the future. This project was a very thorough undertaking by the authors, who had the full support of the agency. Attention to detail is apparent as well as quality — all the color pictures and graphics on heavy 80-pound stock look and feel good.

Even those who are unfamiliar with NJ Transit would appreciate this book for the beautiful photography and wealth of information it showcases on this agency, which provides service to the largest metropolitan area in the United States — C.K.

TRACTION PUBLICATIONS by Joe L. Diaz

PTC Rails: A Historical Review and Scenes of the Trolley Years by Frederick A. Kramer and Samuel L. James, Jr., distributed by Railroad Avenue Enterprises,

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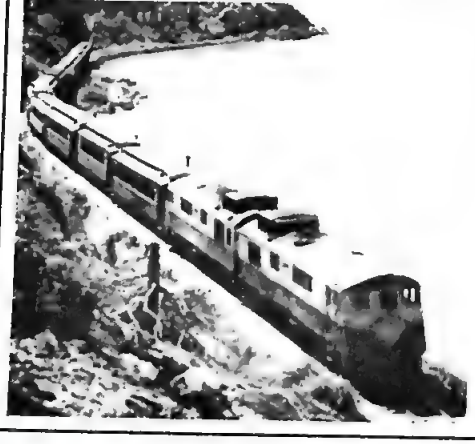

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Dept. 101, P.O. Box 114, Flanders, NJ 07836; perfect bound, softcover, 104 8½"×11" pages, over 150 black and white photos; $21.95 plus $2.00 handling (NJ res. add 6% sales tax) from the distributor; also available through Carstens BOOK DEPOT.

This book covers the streetcar scene in the City of Brotherly Love during the years of the Philadelphia Transportation Company. A chapter is devoted to the events leading up to the formation of PTC in 1940, while the remainder of the book is a look at PTC up until it became a part of the Southeastern Pennsylvania Transportation Authority (SEPTA) in 1968.

Clearly, what makes this book worthwhile is the photography. Photo reproduction is excellent, clear and sharp. There are numerous half-page and even a few full-page photos. While there are roster shots, many of the photographs are of operational scenes, giving the reader a very good look at what went on. Even work cars are covered, and there are some interesting snow fighting scenes.

Of particular interest to this reviewer are the scenes of the Folsom Lines, which employed single-truck Birneys right up to the line's discontinuance. The introduction and use of PCC cars on PTC are well covered. There is also a modest representation of PTC rapid transit equipment such as that used in service to southern New Jersey via the Ben Franklin Bridge. Other illustrations include small maps, transfers, tickets, tokens, folders and advertisements.

This book is of outstanding quality and highly recommended. It covers a fascinating system and its operation — JOE L. DIAZ.

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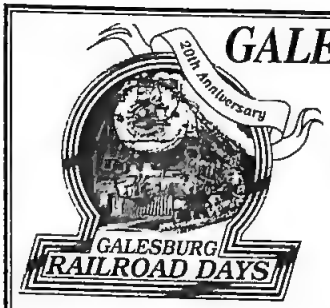

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VIDEOS

reviews by Christopher Kimler

When I received **"The *Planet* Project"** I wondered if I would be reviewing a tape on the Internet or the opening of another Planet Hollywood venue. Neither, it turns out. *The Planet Project* is a British documentary about the early 1990s construction of a working reproduction of *Planet,* one of the first usable railway locomotives built by the British in the 1830s. Why all the hoopla for a cab-less 2-2-0? Well, the Museum of Science and Industry in Manchester is located at the site of Liverpool Road Station, the oldest railway station in the world. From here the Liverpool & Manchester Railroad, started by George Stephenson, ran to Liverpool. His brother, Robert, built the *Planet,* the inter-city passenger locos of the era, and the freight version, *Samson.* Over 40 were built for British, European and American consumption. This is, therefore, close to ground zero of the British railway and locomotive industries. The Alamogordo of steam, so to speak, albeit at 50 p.s.i. and not much speed. Having an operational *Planet* at the museum was thought by the museum's friends to be a noble endeavor to complete the education of those visiting. Here we see how they built it.

After preliminaries concerning history, design, funding and so on, we follow the construction of the replica over a three-year period starting towards the end of 1989. While modern materials are used when desirable (steel versus cast iron, for example), it is fascinating to see how various parts are made, such as the machining of the crank axle, the casting of the four engine wheels with their offset spokes, the fabrication of the diminutive boiler, the assembly of the frame and tender and so on. In a real leap to current technology, a press-fit of the wheels onto the axles is achieved by cooling the latter with liquid nitrogen prior to forcing them into the wheelsets, natural expansion of the axles then forming a non-slip interface. (In the 1800s, keyways and keys would have been used to inhibit rotation, and Alco didn't use liquid nitrogen, either). Unfortunately, while we see the intricate valve motion being made and tested, when the loco is assembled the motion is all hidden from view. Finally, in the fall of 1992, the *Planet* moves under steam test and ultimately pulls the first steam passenger train in over 100 years from the Liverpool station. Pity engine design improvements over the years didn't include upgrading the peep whistles.

This tape is a straightforward and workmanlike documentary with narration, interviews, some use of historical photographs and much unique and instructive coverage of the making of parts and assembly of the machine. It's not a tape for those who like plenty of stack talk on the modern high-iron, but nevertheless a nice look way, way back at where and when it all started. Nick Dodson, produced, directed and videographed the footage. *The Planet Project* is distributed by Goodheart Productions, P.O. Box 47131-R, Chicago, IL, 60647, 800/482-1522; 40 minutes; $29.95 plus $4.00 handling (Ill. res. add 8.75% tax, Canada orders add $1.00) — TOM KELCEC.

Feature Reviews

"Steam Giants Across America," from Green Frog Productions, 200 N. Cobb Parkway, Suite 138, Marietta, GA, 30062, 800/227-1336, $34.95 plus $5.00 shipping, 60 minutes.

This tape is a superb look at articulated steam superpower. It runs for 60 minutes, which is just the right length; railfans can watch it in one sitting comfortably. And for the price, it's a real deal, especially consid-

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ANNOUNCEMENTS

CHARLOTTE, NORTH CAROLINA, July 12, 1997. Southeastern Railroadiana Collectors Second Annual Railroad Collectibles and Model Tain Show. Metrolina Expo Center, 7100 Statesville Road. 9:00 A.M. to 4:00 P.M. Admission $4.00, under 13 free. Tables $35.00. Information LSASE to: Martin, 4183 Paran Pines, Atlanta, GA 30327. 997

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:g the quality of the footage is top-notch. Green Frog makes sure that this production captures the awesome power of two of the most advanced (for the 1940s) and powerful steam locomotives ever to turn a wheel: Norfolk & Western's A-class (2-6-6-4) and Union Pacific's Big Boys (4-8-8-4). These monsters, along with UP Challenger 4-6-6-4s, which are caught doubleheading with Big Boys; Duluth, Missabe & Iron Range 2-8-8-4s around Proctor, Minnesota, and Rayonier articulated 2-6-6-2s 111 and 38 near Gray's Harbor, Washington, fill out the presententation nicely. All of the archival footage was made from quality 16mm movies.

The opening segment shows multiple N&W A's pulling and pushing on 100-plus car coal trains. Shown are upwards of five of these engines, all of which are straining with everything they've got, muscling thousands of tons of coal over the hills of Virginia.

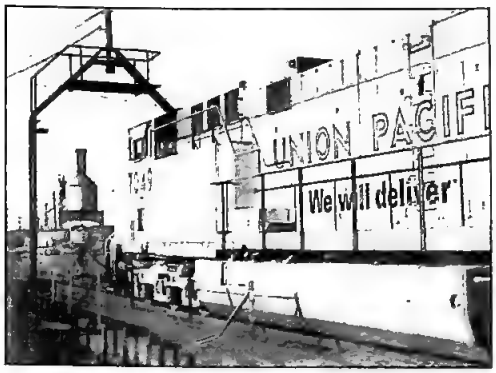
Separating two of the archival segments is a real interesting computer grachic sequence which illustrates the mechanics of an articulated steam locomotive. This short sidebar will help one to visualize what's going on underneath the boiler.

UP Big Boys working with Challengers between Laramie and Cheyenne, Wyo., gives the N&W footage a run for its money. These scenes are downright awesome. You can keep your diesel superpower; I'll take power in the form of water above 212 degrees Fahrenheit. The only complaint I have about these films is I couldn't be there to witness two articulated giants moving endless strings of boxcars at 80 miles an hour first-hand.

The tape ends with some modern footage of N&W 1218 between Jacksonville, Fla., and Augusta, Georgia. These scenes are incredible, as the camera zooms in on the rods and drivers at speed, ventures into the cab and watches the engine being serviced. UP's modern steam-ops aren't forgotten, either, as Challenger 3985 and Northern 844 doublehead through Feather River Canyon.

next in month RAILFAN & RAILROAD

• SUPER CABS FROM GENERAL ELECTRIC: Our study of today's big diesels continues as we review GE units from Dash 8-40C's to the big AC6000CW's. We'll see the things that differentiate all those otherwise look-alike super cab units and outline which big railroads bought what.



JULY 1997 ISSUE ON SALE JUNE 1

The quality of the archival footage is superb. Green Frog, through its studios, is able to do fully digital reproductions. This means that older archival footage, some of which is in need of restoration, can be digitally enhanced. Now for purists, enhancement does not mean adding extra locomotives or altering the original film in a way to deceive viewers. It does involve, however, increasing the clarity and resolution of the original film to eliminate imperfections caused by age, damage and equipment and film limitations of the time. After the transfer the digital tape is crisp and clear. In fact, 8mm movies look as good as their 16mm counterparts and both are professional broadcast quality.

It would greatly benefit the hobby if the smaller producers, who are unable to utilize the same multi-million dollar studios as do some of the larger outfits, would contract with the bigger guys for archival film restoration before they release golden-oldies tapes. It is nice to be able to tell the difference between locomotive types and read the names and road numbers on the sides on engines. And besides, at $30 to $40 a tape, viewers deserve a quality product. In today's digital world, cleaning up old movie film should be standard before a tape is released. Bravo, Green Frog — C.K.

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TRANSIT CURRENTS

Dallas DART

JANUARY 11, 1997, was a red letter day in Dallas. On that date the Dallas Area Rapid Transit expanded its light rail service north of downtown to new stops at Mockingbird, Lover's Lane and Parklane stations. The service was fare-free for patrons until January 7; after that it cost $1.00.

The happy throngs who attended the opening were treated to crush-level conditions, but they seemed to take it with good cheer. Originally the trains were just a shuttle back and forth on the new part of the line, but, because of the crowding, trains began to run all the way through. This is a major expansion of the Dallas light rail service that just opened last year. In addition to the new stations, there is more parking. The Parklane station has 932 parking spaces, and the Mockingbird station has 708. For three and a half miles the trains run under the North Central Freeway. In about two or three years there will be a new underground station at Cityplace. Many thanks to Tom Ruffin for the news.

Denver light rail extension

It took a long time for Denver to get light rail service underway. However, the now heavily used downtown initial service will be extended. Groundbreaking for an extension of 8.7 miles to the existing light rail service took place at 1:00 p.m on January 21, 1997.

The new line, which enjoys federal funding, will stretch along South Santa Fe Drive to the south and slightly to the west of downtown Denver. The extension will link Littleton, Englewood, and Highlands Ranch to the present 5.3-mile line, which mainly serves downtown. The existing service is heavily used, but about 80% of its riders transfer to the light rail line from buses. The new extension will run into an area of park-and-ride stations; it is expected that a much larger proportion of the patronage will be those who give up their cars for the trip downtown. Many thanks to Dan Smith for the information.

New Metrorail Green Line service

The northernmost part of the Green Line from Fort Totten to Greenbelt on the Washington, D.C., Metrorail system opened in 1993. At the present time it carries about 5,000 passengers a day, about 2,000 less than had been predicted. While the parking at other stations is regularly full before the sun comes up in winter, the parking lots along the northern segment of the Green Line at West Hyattsville, Prince George's Plaza College Park/University of Maryland and at Greenbelt have many empty spaces.

The reason is that the subway link between Fort Totten and U Street/Cardozo of the Green Line is still under construction. Passengers ride the Green Line to Fort Totten and then transfer to or from Red Line trains to get into downtown Washington, which is the final destination for most passengers.

All that inconvenience came to an end on January 27, 1997, when inbound rush-hour trains on the Green Line were run through on the Red Line to Farragut North. In the evening rush hour, special Green Line trains originate at Farragut North and run directly to Greenbelt.

How is this achieved? There is a single-track tunnel that links the Green Line at Fort Totten with the Red Line. It was not really designed for revenue service but for equipment moves to the shops at Greenbelt. The tunnel link afforded Metrorail management an opportunity to improve service and boost ridership. The new service operates in the morning rush hour from 5:30 to 9:00 a.m. and in the evening rush from 4:00 to 7:30 p.m. Trains leave Greenbelt for downtown Washington every nine minutes and from Farragut North to Greenbelt every nine minutes. Removal of the physical transfer at Fort Totten will without doubt greatly enhance the attractiveness of the Green Line service to Greenbelt. Thanks very much to Sidney W. Earle and Marion J. Zuch for the news.

L.A. Union Station: Transit hub

Los Angeles Union Station, one of the most attractive and important architectural works in California and the last of the great railroad stations to be built in America, is now officially going to become a transit hub as well. The commuter trains of Metrolink and the Red Line subway already serve the station, as do a number of bus lines. By the turn of the century the light rail Blue Line to Pasadena will begin to serve the station.

The aim of the Catellus Development Corporation, which owns Union Station and the surrounding area, is to make it the center of various activities as a good place to live, work, shop and relax. It will eventually be connected with the Harbor Freeway high-occupancy-vehicle lane for buses and the proposed far-in-the-future California high-speed rail system would find its downtown terminal at Union Station. Keep your eye on the developments surrounding the station, the first of which was the new Gateway Center, headquarters of the Metropolitan Transportation Authority, as well as other enterprises. More large structures are on the way, making the area very convenient for commuter rail and rail transit riders as an employment destination.

Speaking of some of the service that is to radiate from Union Station, the California Transportation Commission recently approved

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

Extends North

$48.5 million to help keep the construction of the Pasadena Blue Line on schedule. Thanks to John Allen Lee for the news.

MUNI F Line construction delays

I always think that San Francisco MUNI gets things done, but it doesn't seem to get them done very quickly. Such is the case of the extension of the F line into the historic Fisherman's Wharf area. The F line cars — refurbished PCC's resplendent in the liveries of cities once operating such cars — now terminate at the Transbay Terminal. The idea is that the line will be extended a few blocks further along Market Street and then turn and run along the Embarcadero to Fisherman's Wharf immediately in front of the Ferry Building. The schedule for completion of the line is now for the end of 1999, in time for the mayor's big New Year's Eve blast on December 31, 1999, in front of the historic Ferry Building; he wants all construction out of the way. Many thanks to the *Inside Track* of the Market Street Railway Company (P.O. Box 425063, San Francisco, CA 94142-5063).

Possible cable car extension

Another idea that may eventually find its way into reality in San Francisco is an extension of the Powell-Mason cable car line. At the present time the line ends about four blocks short of Fisherman's Wharf. The idea is to extend the line north, closer to Pier 45 and the heart of the Wharf area. Those familiar with the area will realize that the Hyde Street cable car line, which comes in much closer to the water and is near the Cannery and Ghirardelli Square, is a bit removed from the main Wharf area.

By the turn of the century there should be quite a few changes and improvements in the rail scheme in downtown San Francisco, including the extension of the MUNI Metro to the CalTrain station at Fourth and Townsend streets and the Market Street F line continuation along the Embarcadero to Fisherman's Wharf. With an estimated $22 million cost of extending the Powell-Mason line to the Wharf, that may take a bit longer.

Cincinnati considers rail

In the Cincinnati area, including the suburbs across the Ohio River in northern Kentucky, rail passenger transportation is beginning to be given some serious consideration. Two routes are being evaluated in a study by the Ohio-Kentucky-Indiana Regional Commission. The aim is to serve people along a 33-mile corridor that would link Paramount's King's Island on the north with the Cincinnati/Northern Kentucky International Airport on the south.

Light rail is one option being considered. Others are exclusive lanes for buses and for cars with more than one occupant. An expanded bus system and park-and-ride lots in varying combinations are being explored. Light rail would follow a corridor through Cincinnati and across a new bridge into Kentucky. So far the guesstimates have an estimated 116,000 light rail patrons each day if the 19th Street corridor in Covington was used. Thanks to Charles Bogart for the information.

Flashes

In **PITTSBURGH** the distinctive yellow-colored tiles that appear to have goose bumps have had to be replaced at many stations. These were the special tiles installed to delineate the platform edge for rail lines required for compliance under the Americans with Disabilities Act. Evidently the bonding material was faulty. Thanks to Jim Cerny for the news.

To improve security in the **WASHINGTON SUBWAY**, it has been proposed that the three-dog canine unit of the transit police be doubled. Juvenile crime is getting to be a problem in the rail system, and dogs can help head it off. Serious crime was down on Metrorail except for pickpockets, who've been very busy. It must be all those lobbyists. Thanks to Marion J. Zych for the news.

Patronage on the **CALTRAIN** commuter line between San Francisco, San Jose and Gilroy has risen for the fourth consecutive year. For the 1995-1996 fiscal year more than 7.4 million riders used the line, the highest rider total since 1958. Other good things for CalTrain are the rehabilitation of its station at Fourth and Townsend and the extension of the MUNI Metro to the station, both of which should be underway in 1997.

I am hoping to take in the **EAST TROY ELECTRIC RAILROAD** and **WISCONSIN TROLLEY MUSEUM** (P.O. Box 556, Waukesha, WI 53187; 414/548-3837). The cars run from May 25 to October 27. Write for their attractive brochure.

A number of transit properties were affected by Nor'easter storms in the fall of 1996. More than four inches of rain were dumped on **NEW YORK CITY**, and service was suspended at a number of locations on the 3, FS, R, 1, DNR, G, E/F, and 2 lines. In some cases service was stopped for more than 24 hours. Also in the Big Apple, the New York Division *Bulletin* of the Electric Railroaders Association (P.O. Box 3001, New York, NY 10008) offers news that in 1998 those passengers buying New York City transit Metro-Card will get a 9.3% discount, or eleven rides for the price of ten.

The Philadelphia Trolley Coalition newsletter (616 Carpenter St., Philadelphia, PA 19147, 215/755-7717, 215/222-3955) has been showing a variety of options for Center City transit trolley operations. Not so good news from **PHILADELPHIA** is that the tightness of the SEPTA budget has delayed the order for new light rail vehicles until after 2000, unless a miracle occurs. On the positive side, the long-awaited new cars for the Market-Frankford subway/elevated line are finally arriving on the property from builder ABB Traction, a mere 13 months late. They were originally scheduled for delivery in December 1995.

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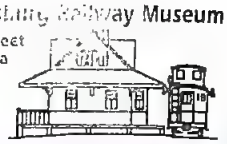

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EDITORIAL COMMENTARY

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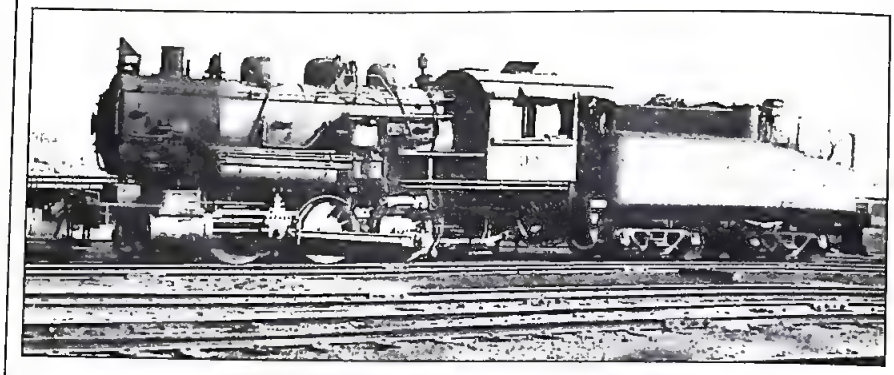

READER JEFFREY R. HABER of Cudahy, Wisconsin, sent us a note on Steve Glischinski's Duluth & Northeastern feature that appeared in the April 1997 R&R. He filled in a little bit of D&NE history:

"I have just one addition to Steve's story. The D&NE had *six* steam locomotives in the last years of steam operations, four 2-8-0s and *two* 0-6-0s. The overlooked locomotive was 0-6-0 No.30, a 1921 Alco purchased in 1958 from the Lake Superior Terminal & Transfer Railroad. It was the last steam engine acquired by the D&NE.

"I've enclosed two pictures I took as a teenager of No.30 under steam at the Cloquet, Minnesota, engine house in October 1960.

"I know D&NE's other five steam engines survived, but what happened to No.30?"

During my two trips to the D&NE in 1963 I saw the tender of No.30 intact on a track just north of the enginehouse, but there was no sign of the locomotive. I've long been curious about that slope-back tender with the seemingly too-high number but never saw any reference to it in any roster. The reason is now obvious. The engine was acquired in 1958 and apparently scrapped by 1963. My thanks to Jeffrey Haber for solving a long-standing mystery — J.B.

More summer steam

Last month we told you about how this was going to be a steamy summer with no fewer than three 4-8-4s — UP 844, C&O 614 and Milwaukee 261 — and Frisco 4-8-2 1522 romping and stomping. Add to the list a C&O 2-8-4.

Rich Melvin and the rest of the folks at the Fort Wayne Railroad Historical Society will have former-Chesapeake & Ohio 2716 working in the Midwest during July. While some of the trips are awaiting all the proper blessings from the railroads, the trips that definitely will run will be over the Fourth of July weekend. The C&O Kanawha will power trips out of Kokomo on July 4-6, 1997, for the Haynes-Apperson Festival over the Winamac Southern.

Still awaiting final approval from the Toledo, Peoria & Western are two more weekends of action. Tentatively planned are trips out of Logansport, Indiana, on July 19-20 for the annual Iron Horse Festival. One week later, on July 26-27, there are trips proposed out of Chatsworth, Illinois, also over the TP&W for the Chatsworth Historical Festival. For later in the season, there are preliminary discussions around a Monticello-to-Watseka, Illinois, trip in late August or early September.

The Fort Wayne Railroad Historical Society has a web site where up-to-the-minute information on all trips, including ticket ordering information for the sponsoring organizations, can be obtained. The address is www.steamloco765.org. There will also be FWRHS souvenirs available on-line through their retail store in America's Choice Mall. The mall is accessible at www.choicemall.com.

TWO PHOTOS: JEFFREY R.HABER

In other news from the Fort Wayne group, Nickel Plate 2-8-4 765 will stay in the shop for the near future. In the 17 years since it returned to the rails as an excursion locomotive it has racked up over 50,000 miles on its running gear and, as Rich Melvin says, "It's time to put some of those miles back into it." The number three driver tire profile is very close to the condemnation limit on flange height, so rather than have 765 get somewhere on the road and having an inspector strand it, the Berkshire will stay home until the repairs can be made. Corporate donations are currently being sought to finance the work.

If you really *have* to see Nickel Plate steam this year, all is not lost. Mikado 2-8-2 587 will be working at the Monticello Railway Museum in Illinois every weekend in May, running five short trips each day. Tickets are $7.00 for adults and $4.00 for children. You can contact the museum at 217/762-9011 for more information — S.B.

Speak softly and carry a big brake club

Teddy Roosevelt, hero of San Juan Hill, was really on to something when he pushed legislation through Congress around the turn of the century that sought to prevent the proliferation of trusts. Also known as monopolies, their sole purpose was to destroy their competition and then bilk the customers for every penny possible. TR's plan to curb them worked, and many large trusts of the time were "busted".

Well, it's now nearly a century later and the strong have yet again fallen. Conrail, which has enjoyed a stranglehold on the Northeast rail market for 20 years has, by its own hand nevertheless, dismantled its dominance. In trying to strengthen its grip by merging with CSX, Conrail sent up red flags all the way from Wall Street through Washington, D.C., and on to Norfolk, where NS responded in kind with a barrage of negative advertising attacking the deal. Relatively quiet through the entire process was the Surface Transportation Board. Electing not to flex its regulatory muscle too much, but letting both sides clearly know that nothing less than balanced competition would be accepted, the STB carried on TR's tradition of keeping profit-driven mega-companies in check. Hopefully, the Northeast will now be opened to competition where rates for shippers are determined by the market, and service is the goal.

History truly runs in cycles. Conrail was created from the broken ruins of too many railroads competing too much for too little traffic. Conrail was then broken apart due to a lack of competition for today's traffic, which continues to grow. What goes around comes around. TR must be smiling — C.K.

Steamtown Military Week

Steamtown National Historic Site in Scranton, Pennsylvania, runs their excursion trains over the former-Lackawanna main line, which is now operated by the Delaware-Lackawanna Railroad. On the same line, east of Moscow where the regular Steamtown runs terminate, is the Tobyhanna Army Depot. This year, as part of a celebration for Armed Forces Day on May 17, the Army Depot, Steamtown, the Steamtown Volunteer Association and Redball Military Transport are planning a trip to Tobyhanna followed by Veterans Remembered Weekend during Memorial Day weekend.

The event kicks off on Saturday, May 17, with a trip from Scranton to Tobyhanna behind Canadian National 2-8-2 3254. At Tobyhanna passengers will be taken into the depot via bus where there will be modern and historic military equipment displays, military re-enactors, paintball games, a facilities tour and more. Cost of this full-day event is a reasonable $10.00.

Veterans Remembered Weekend starts on Friday, May 23. A diesel-powered train will carry veterans from Carbondale to Scranton. On the Steamtown grounds will be historic military equipment on flat cars, military re-enactors and other displays. The regular Steamtown summer schedule will commence with the first Moscow trip, departing at 1:00. That evening will be a night photo session featuring a steam-powered military train with historic army equipment on flat cars. Kermit Geary, Jr., Fred Jones, John Tully and yours truly will provide Lumedyne flash lighting. The night photo session will cost $15.00.

On Saturday there will be two Moscow trips, at 12:00 and 3:00 p.m. Uniformed military re-enactors will be on board the 3:00 trip. The same schedule is repeated Sunday and Monday, with the re-enactors on board the noon train on Sunday.

Throughout the four-day weekend there will be military displays on the Steamtown grounds. There will be interpretive programs on Rosie the Railroader, America's fighting railroads and a Morse code demonstration as well as a lecture on military railway service.

For more information on the events call Steamtown at 717/340-5252. For Tobyhanna trip or night photo reservations call 888/856-2345 or 717/346-7275 — S.B.

Our area code is changing

As the population of the Northeast grows by leaps and bounds, with the resulting demand for multiple phone lines into homes, cellular and pager numbers and the proliferation of ISDN (Integrated Services Digital Network) lines into homes, the demand for more phone numbers is being met by Ma Bell and her offspring. Effective June 1, 1997, Carstens Publications' new area code will become 973. Our old area code, 201, will remain active until December 31, 1997 (until then 973 and 201 will both work), at which time you will only be able to reach us by dialing 973/383-3355 if you are calling us from out of our area code — C.K.

Salt Lake City night photos

Some of you heading for the 1997 NRHS Convention in Salt Lake City, Utah, from June 24-28, 1997, may be wondering about the absence of night photo sessions from the itinerary. RAILFAN & RAILROAD is working on hosting two night photo sessions, open to everyone, during Convention week. The first will be on Tuesday night, June 24, at

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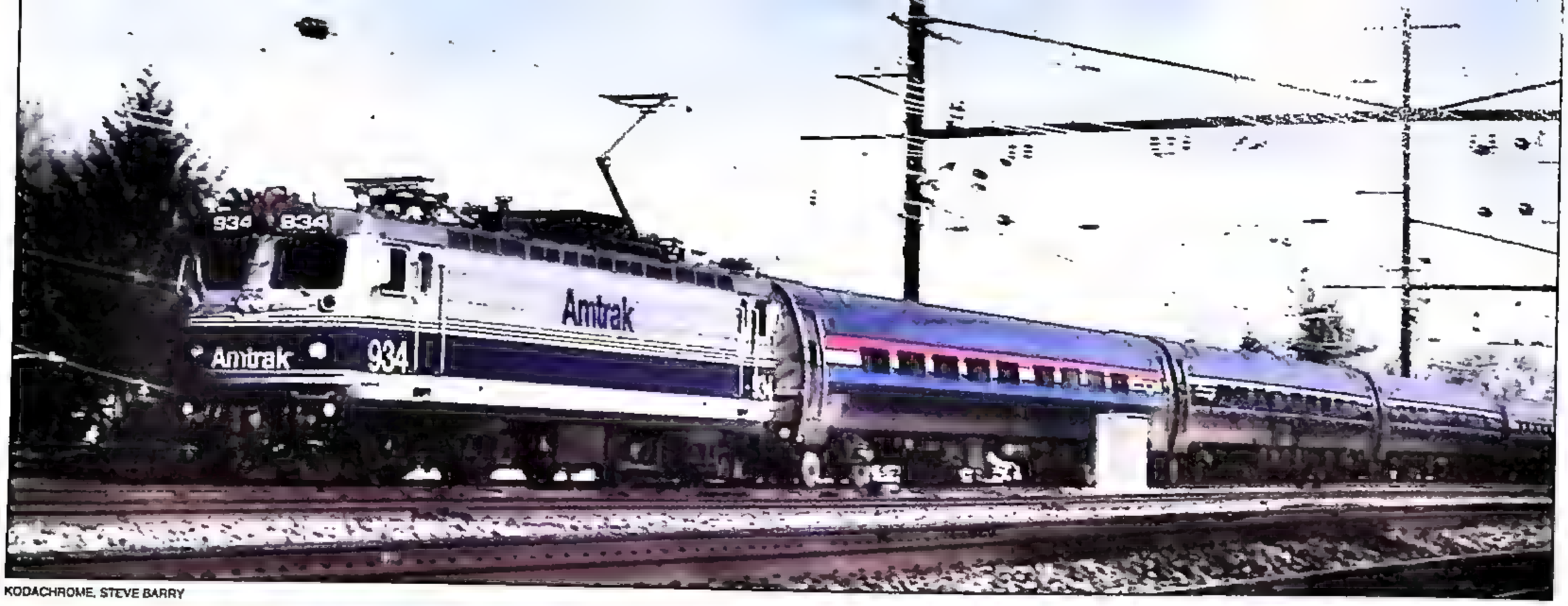
RAILROAD AVENUE ENTERPRISES

KODACHROME, STEVE BARRY



AMTRAK AEM7 934 is one of several "Swedish meatballs" that have received the new Northeast Direct paint scheme. The second and third Amfleet coaches behind 934 have also received the new blue treatment. In addition to paint, the AEM7s are also receiving ditch lights. The Northeast Direct program is Amtrak's redesign of its Corridor image to make it more appealing to the air-shuttle mentality prevalent in the competitive New York-to-Washington market. Amtrak 934 was flying through Lincoln interlocking at Metuchen, New Jersey, on January 29, 1997, heading for Union Station in the nation's capital.

KODACHROME: JAMES DuBOSE

RAILNEWS

ILLINOIS & MIDLAND is changing motive power, as evidenced by SW1500 41 at Springfield, Ill., on February 15, 1997. The I&M has acquired two SW1500s, I&M 40 and 41, formerly SP 2559 and 2556, respectively. Four former-C&IM SW1200s have been lettered for DJRX, the leasing unit of Pioneer Railcorp's Decatur Junction Railway. Three SW1200s are destined for Pioneer's Keokuk Junction Railway in Iowa.

NORTH CAROLINA & VIRGINIA has added GP38AC 5142 (ex-CSX 2142 / Seaboard System 6233 / L&N 4012) to its pair of GP9s (ex-C&O 6244 and B&O 6515). The NC&Va Railroad is a subsidiary of RailTex, which bought the line (ex-Seaboard Air Line) from CSX on November 1, 1987. Tracks run from a connection with CSX at Boykins, Virginia, to Tunis, North Carolina, a distance of 53.1 miles. Commodities that are shipped include chemicals, various lumber products, pressboard, grain and peanuts.

KODACHROME: KURT REISWEBER

KODACHROME: ED KAMINSKI

GEORGIA CENTRAL 3956, shown at Macon, Ga., on February 11, 1997 (left), is one of twelve high-hood U23B's GC is leasing from Norfolk Southern, maintaining the line's distinction of operating U-Boats in road freight service. The black dozen have replaced former CSX U30B's and U33B's the GC has leased for the several years. All of the CSX units, painted in the gray "Stealth" livery, are in storage awaiting disposition. For fans of the GC the good news is they're getting rid of the all-gray units. The bad news is . . .

the Heber Valley Railroad in Heber City, Utah. We will have Union Pacific 2-8-0 618 on a freight train, and NW2 1011 will also be available. The NRHS is visiting the Heber Valley for two trips on that same day, but since the night session is not an official Convention activity, participants will need to arrange their own transportation to and from Heber City for the evening. We're looking at a fee of about $20.00 per person.

The second session that we've proposed is scheduled for Thursday, June 26, in downtown Salt Lake City involving Union Pacific 844 and possibly the A-B-A E9 set. UP's Steve Lee still needs to check on lot of details to see if this session will be logistically possible, as a lot of the property surrounding the UP tracks near the Salt Lake depot has been leased out. We'll pass along the pertinent details once UP gives us the highball.

Flash work for the night sessions will be handled by the East Coast Lumedyne-equipped flash crew of Kermit Geary, Jr.; John Tully and yours truly. Watch TIMETABLE for details — S.B.

Your assignment is . . .

Just as the last page of this issue was heading to the printer we received a passel of slides from Brad McClelland showing the recent flooding in Ohio (and we'll feature some of his work in next month's news). This reminds us that with all the blizzards that hit the upper Midwest this year most weather forecasts are calling for severe flooding this spring. This flooding is going to affect railroads up and down the Mississippi and other major rivers. Keep your eyes and ears open, and when that detour train runs or when the local yard vanishes under five feet of water, get a shot and send it in to us. We rely on "roving reporters" like you to gather the news. One helpful hint — remember that photos of detours are best when they show a train at a location where it obviously shouldn't be, such as a BNSF train passing what is obviously a Union Pacific depot.

As a follow-up to January's California floods, Ted Benson reports that Union Pacific's Feather River Canyon line re-opened during Winterail weekend, March 8, 1997. While trains are back in the canyon, parallel Route 73 remains closed — C.K.

It's only a woodchuck

A couple of readers have pointed out that the current Energizer Bunny commercials depicting the "bunny spotters" reminds them of the antics of railfans. For those who may not have seen the commercials for Eveready batteries, the bunny spotters travel around trying to catch a glimpse of the pink Energizer Bunny. They use sophisticated gear in an attempt to attract the bunny, and at the end of one commercial they come pouring out of their van thinking they have him, only to come away disappointed because "it's only a woodchuck." It's actually a poke at storm chasers.

You know, I really can't see how anyone could think a van-load of men in a single-minded quest with a lot of electronic gear (including cameras) driving all over the countryside getting a rush when they track down the elusive bunny in the rare paint scheme resembles railfans.

Steve

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TODAYS VINTAGE TWIN PORTS Plenty of great smoke, steam, and cinders are portrayed on the newly restored Soo Line 2-8-2 #1003. The scenes were shot on two frigid November days in 1996, during the 1003's break-in run between Duluth and Two Harbors, Minnesota. The Duluth & Northern Minnesota #14 a 2-8-2 is seen pulling a tourist train on the NSSR line along the rocky north shore of Lake Superior from Duluth to the DM&IR yard and depot at Two Harbors. Soo Line FP7 #2500 is seen leading the D&MN #14 with a train heading south out of Superior for Rhinelander, Wisconsin. The 2-8-2 and FP7 are then seen double heading a Soo line Historical Society fan trip between Prentice and Rhinelander. Operating out of the Lake Superior Museum of Transportation at the Duluth Union Depot is a street trolley, the Great Northern "Hustle Muscle" #400 and a RDC Budd Car which travels 25 miles over the North Shore Scenic Railroad to Two Harbors. Plus one of the last operating Fairbanks Morse Switchers is seen working at the Hallet Dock #6 in Duluth.

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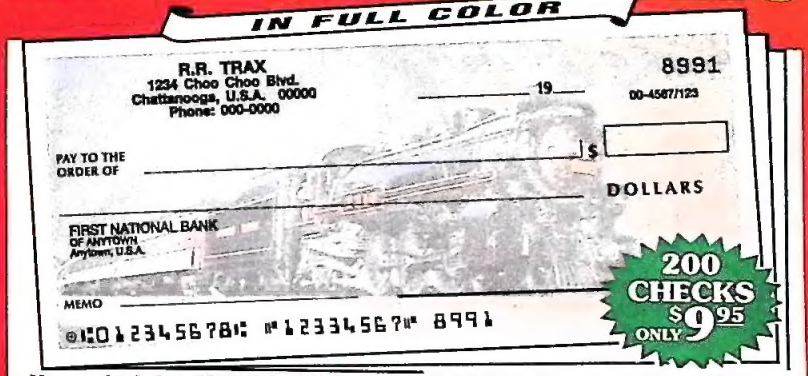

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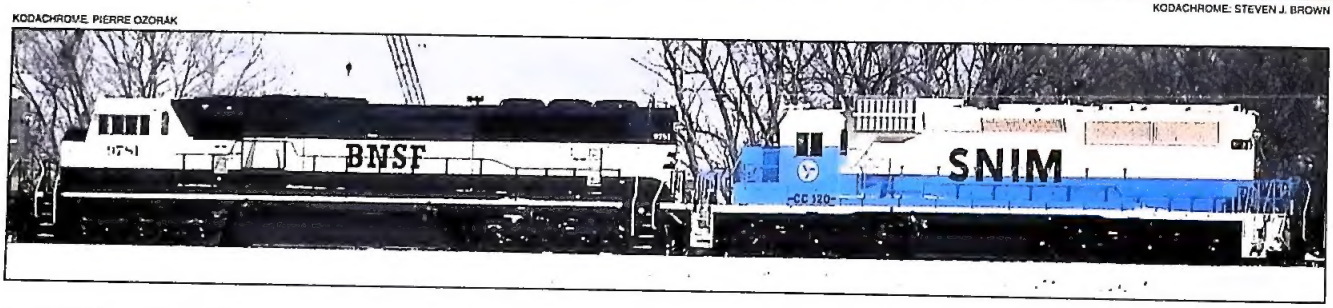
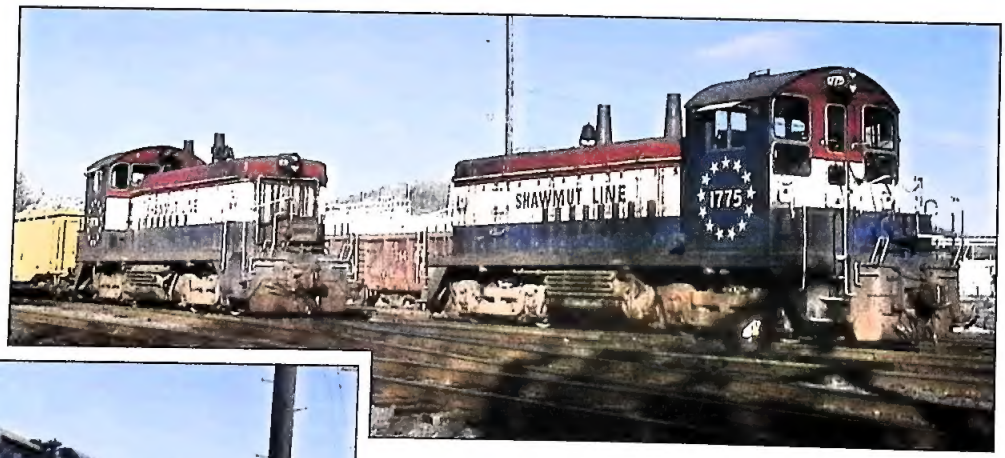


A MAURETANIA SDL40-2 was at London, Ontario, (above) on January 18, 1997. General Motors is building five units for the African railway. See RAILNEWS.



WISCONSIN & SOUTHERN ran an employee special through Rock Spring, Wisc. (top) on February 8, 1997, over the ex-C&NW between Reedsburg and Madison, Wisc., to mark W&S's lease of the line from UP.

TWO KODACHROMES STEVE BARRY

TWO PENNSYLVANIA SHORT LINES owned by SEDA-COG Joint Rail Authority and operated by Richard Robey are in the news. The Lycoming Valley, operating over the former-Conrail Williamsport Cluster, is using three former Pittsburg & Shawmut SW9s. Two of the units, 1775 and 1776, were working Newberry Yard in Williamsport on February 25, 1997, still in pure Shawmut paint. SEDA-COG also committed $3 million to upgrade the Nittany & Bald Eagle between Mill Hall, near Lock Haven, and Tyrone. The upgrade allows Conrail to route coal trains from mines along the former Monongahela destined for Strawberry Ridge near Watsontown over the N&BE's former-PRR Bald Eagle Branch, saving 120 miles off an all-Conrail routing. N&BE has taken over local switching from Conrail in Lock Haven as evidenced by GP8 1601 on February 25, 1997 (left).

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